



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

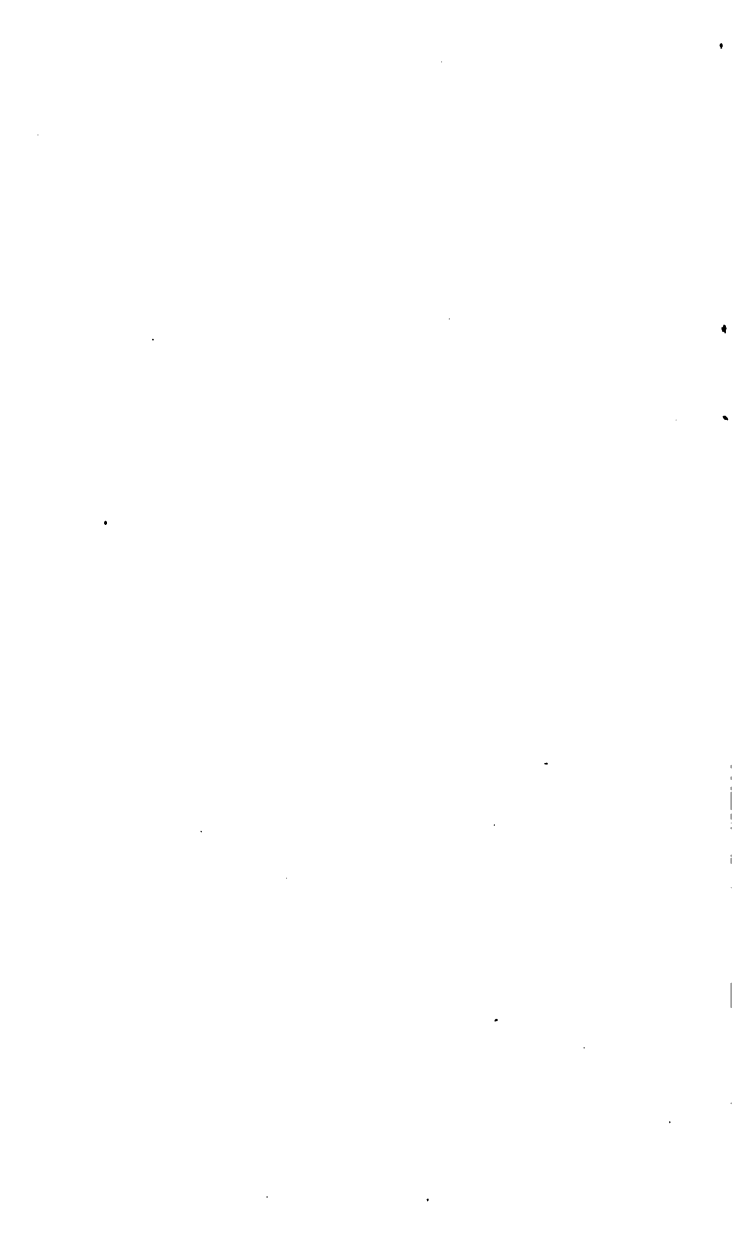
Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

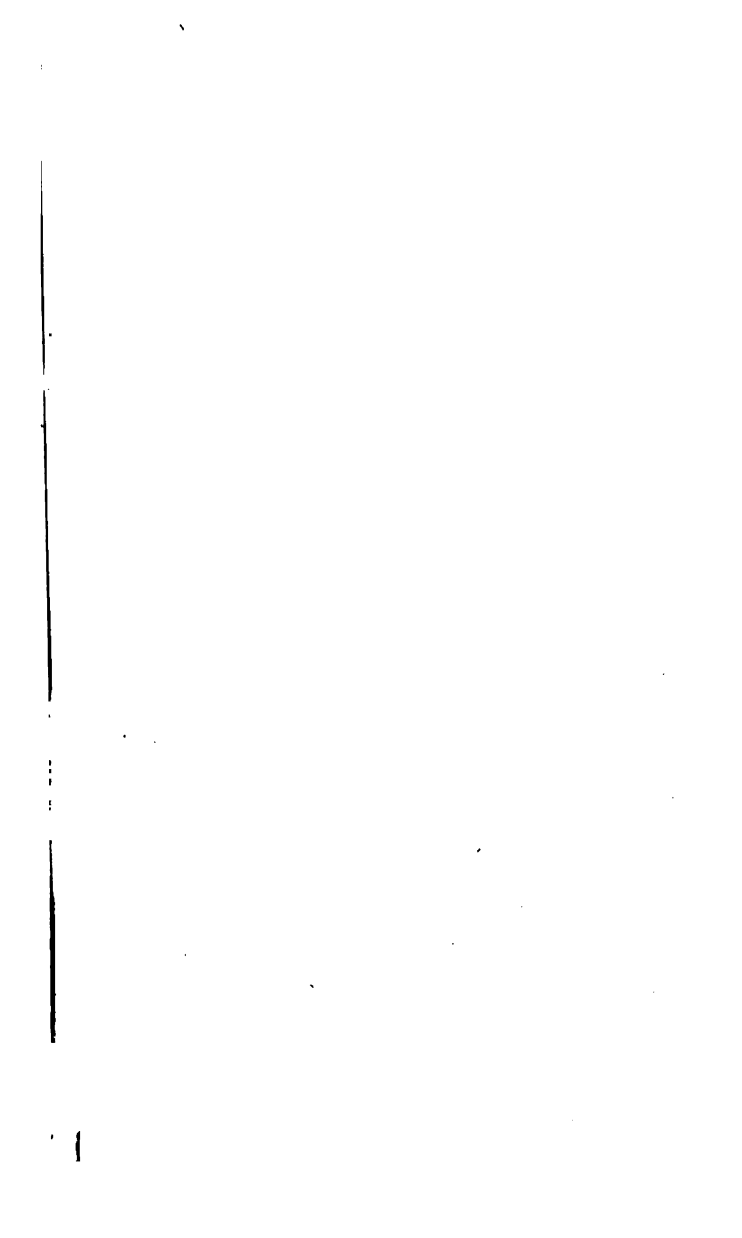
TOURISTS' GUIDE
TO THE
CHANNEL ISLANDS
—
CLARKE

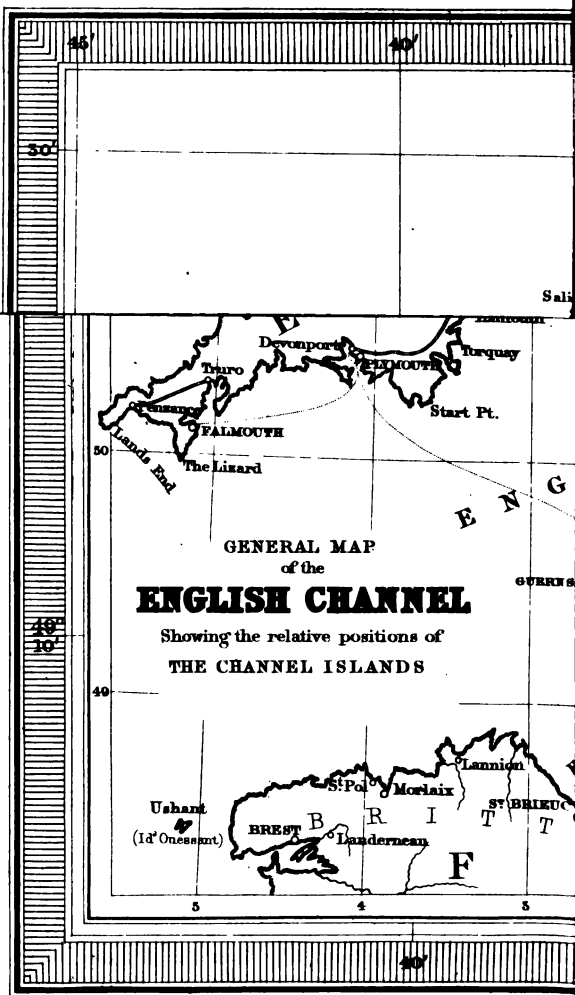
Islands 892



TOURIST'S GUIDE
TO
THE CHANNEL ISLANDS.



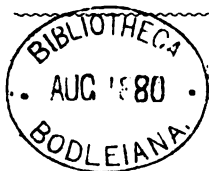




TOURIST'S GUIDE
TO THE
CHANNEL ISLANDS.

BY
BENJAMIN CLARKE.

~~~~~  
With Maps.  
~~~~~



LONDON:
EDWARD STANFORD, 55, CHARING CROSS, S.W.

—
1879.

*Gough Add. Islands
892.*

PREFACE.

THE favour which the previous issues of this series of Guide Books have met with, will be an encouragement and a stimulus to preserve their character for portability and correctness. The writer of this book has been fortunate in being able to refer to and to make use of the Guide to the Channel Islands—long since out of print—by Frank F. Dally, who was for many years a resident. Some parts of the geological and historical chapters have been condensed, as no fresh light could be thrown on these subjects; but the places have been recently visited, and all necessary details added.

In the information thus afforded, it is manifest that the wants of the general tourist are consulted, rather than of those who travel with any special bias. It will be sufficient, therefore, to indicate briefly what there may be to interest the archæologist, the scientist, or the historian, leaving specialists in these or other studies to follow their researches in ampler works written for the purpose.

B. C.



CONTENTS.

	PAGE
INTRODUCTION	1
GEOLOGY	1
HISTORY	4
LANGUAGE AND CONSTITUTION	11
CLIMATE	12
NATURAL HISTORY	14
ROUTES	17
JERSEY	22
GENERAL DESCRIPTION	24
ST. HELIER	27
INSTITUTIONS AND PLACES OF WORSHIP	32
AMUSEMENTS	33
PLACES TO BE VISITED	35
EXCURSION I.	40
" II.	43
" III.	50
" IV.	53
GUERNSEY—ST. PETER PORT	62
CHURCHES AND CHAPELS	72
THE MARKETS	75
AMUSEMENTS	78

	PAGE
PLACES TO BE VISITED	79
EXCURSION I.	81
" II.	86
" III.	92
" IV.	97
SARK	102
ALDERNEY	110
HERM AND JETHOU	115

TOURIST'S GUIDE

TO

THE CHANNEL ISLANDS.

THE Channel Islands have long been places of popular resort, and that for various reasons. The picturesqueness of the scenery, in which views of land and sea are so charmingly interwoven; the agreeable *souper* of foreign travel with all the facility of intercourse and conversation enjoyed at home; accessibility from our shores; the size and compactness of the islands themselves; and the fact that their visitation can be accomplished within certain definable limits of time and cost; these, and it may be other reasons, induce so many of our countrymen and women to wend their holiday steps in this direction.

These islands have so much that is interesting relating to them apart from their scenery, that some words of introduction may be desirable, as tending to awaken a more intelligent interest in the places to be visited.

GEOLOGY.

“Nothing strikes the eye of the English visitor more significantly, after leaving the alluvial and chalk districts of England, than the perfect change of scene which the rugged, precipitous, and fantastic forms of these rocky stones everywhere present to him. The Caskets, to which his first attention is generally called on arriving among the group, are specimens of the whole, which consist essentially of primary rocks. Granite, syenite, porphyry, greenstone, and serpentine, belong to this series; but lying on the surface of these rocks another series, also belonging to the non-fossiliferous rocks, is met with,

including gneiss, chlorite, hornblende, schists, and others. In none of the Channel Islands are found rocks and beds containing organic remains. The principal rocks of which Alderney is composed are porphyry and a reddish grit, formed from a detritus of granite, regularly varying in its texture and colour. It is stratified through its whole extent in parallel and equal strata of about a foot in thickness. The stone is easily quarried, and breaks naturally into masses having their sides slightly inclined, or positively rectangular, so as to be well calculated for square building without the aid of a chisel. Where this rock ceases there appears a stratum of black rock, composed of hornblende and quartz. In some places this is accompanied with syenite. The term syenite is derived from the ancient Egyptian quarries of Syene, and is a variety of granite in which mica is in part replaced by hornblende. This rock is the beautiful red granite of which the Egyptian statues and sculptures are made.

The structure of Guernsey is almost entirely of granite formation, the southern half of the island consisting of gneiss, and the northern of granite and syenite.

The town of St. Peter Port extends through a glen formed by the elevation of the beds of syenite and hornblende on the north, and of gneiss on the southern side. In the bed beneath, serpentine makes its appearance, passing insensibly into a talcose schist, and with the others, forms a transition into chlorite and greenstone.

The high grounds or cliffs, which extend almost uninterruptedly from the fort to the point at Pleinmont, on the south side of the island, are composed of gneiss and other associated rocks of that series. In the neighbourhood of Torteval, alternating lines of the dark strata traverse the cliffs of reddish gneiss, and in the Bay of Bon Repos they are found in every possible state of disruption, interspersed with veins of white and red felspar of various breadths. A ledge of rocks called the Hanois extends nearly two miles at sea from the westernmost point of the island, and is probably of the same geological structure as it is believed to have been formerly connected with the mainland at Pleinmont.

At the island of Lihou, lying opposite the point of Le Rée, some of the rocks are composed of highly-coloured gneiss, traversed by veins of felspar.

Lihou is interesting to the geologist, as, at the eastern end of the causeway which leads to it at low water, there are evidences of a raised beach.

Proceeding in a northward route, we find a succession of sandy bays, broken and diversified by several picturesque promontories and rocky eminences, until we arrive at Grande Rocque, where the syenite formation commences, but only to a limited extent; and this is the only spot on the island where this beautiful red granite is quarried. It takes a high polish, and is converted into monuments, and other ornamental sculpture. At Grande Rocque, also, may be seen masses of trap rock, a name derived from the Swedish term *trappa*, a flight of steps; and here, as at some other parts of the rocky coast, one may descend at ebb-tide from the summit to the bay by perfect terraces, as if they were artificially constructed.

The prevailing rock, hence, on the northern coast to the bay of St. Sampson, is a gray or black granite, composed of quartz and hornblende mixed in various proportions. Near the harbour of St. Sampson are extensive quarries, which yield large quantities of this granite for exportation to London. There are several varieties of this stone raised, more or less ornamental in their character. It is remarkable for its resistance of atmospheric influences for a lengthened period. Houses which have been built of it are little altered in appearance after several years, though the colour it gives them imparts a peculiarly cold, stern, and forbidding aspect. As a proof of its hardness and power of resisting friction and wear of all kinds, Mr. Duncan, in his 'History of Guernsey,' introduces a table from the 'Mining Journal,' showing the results of experiments made on stone from different quarries laid down in the tramway of the Commercial Road, London, where there is an immense heavy traffic. After a trial of seventeen months, the stones were taken up and their loss in weight ascertained, with the following result: while granite from Guernsey and Herm lost, during this period, per superficial foot, respectively four pounds and a half and five pounds and a half, granite from Dartmoor lost twelve pounds and a half, and that from Aberdeen lost fourteen pounds and three quarters; proving that Guernsey granite lasts rather more than three times as long as that from Aberdeen.

The island of Herm contains an inexhaustible supply of granite. There is a small harbour for the anchorage of vessels conveying the stone, constructed at the expense of an energetic speculator, and capable of accommodating craft of 250 tons burden with safety even in the most boisterous weather. From the quarries to the pier an iron tramway was laid down, by which as much as 600 tons of granite a day could be shipped for exportation. The stone has been raised in very large blocks, some of them exceeding 100 tons in weight, and of excellent quality.

Nowhere do we find the geological structure of Jersey treated at any length, partly from its being generally of one uniform character. There are celebrated quarries, however, at Mount Mado, which are worked on a large scale, and have yielded a very valuable stone for architectural purposes. The rocks are granitic, more of a syenitic character than those of Guernsey and Herm, and, from some variation in the proportion of their chemical constituents, do not appear to resist wear and weather in an equal degree. They naturally separate into distinct masses, forming blocks of immense size, and are of a warm reddish hue.

The new piers at the harbour have been entirely built of these stones, which are of a close, small grain, and very beautiful in effect.

Besides the granite or syenite there are towards the S.W. rocks of an argillaceous and schistose character, and towards the N.E. a considerable mass of hornblende and conglomerate, or pudding-stone. Beds of amygdaloid and green porphyry are quarried for paving and for building purposes, and veins of felspar intersect other strata in many places. Lime is only discovered in small veins of calcareous spar."—*Dally*.

HISTORY.

Before attempting any description of Jersey as it now is, it may be well to take a brief glance at its past history, especially as many of the names of places still retained and some customs still in vogue are of remote origin.

The ancient name of Jersey was *Cæsarea*, which indicates a Roman origin. Cæsar, in his 'Commentaries,'

refers to islands on the coast of Normandy in which some of the Britons took refuge; and in proof that these islands were occupied by Romans, Camden states that *Jer* or *Ger* and also *Cher* are corrupt abbreviations of *Cæsar*; so that *Jersey* and *Guernsey* thus became *Cæsar's island*, the final *ey* signifying island.

But there are many remains of Roman character, both in Jersey and Guernsey. Near Mont Orgueil Castle, in Jersey, there is an ancient fortress, called to this day *Le Fort de Cæsar*, and at Rozel there is an entrenchment still bearing the name of *La Petite Césarée*. In Guernsey there are the *Jerbourg Rocks*, derived, as is supposed, from the corruption of the name *Cæsaris-burgum*. The seaport in Normandy, Cherbourg, is of similar derivation.

But numerous Celtic and Druidical remains, which will be hereafter noticed, indicate a still more remote occupancy than the Romans. The earliest reliable history in connection with these islands relates to the period of the Saxon invasion of England early in the sixth century. The natives, fleeing before their conquerors, took refuge in the mountains of Wales, in the distant parts of Cornwall, whilst some fled into Brittany and others to Guernsey.

Traces of identity may be discerned in the Cornish, Welsh, Breton, and Guernsey dialects.

Early in the sixth century, Sampson, bishop of St. David's, in Pembrokeshire, quitted his native country, and received from Childebert, king of France, the abbacy of Dol, in Brittany, to which were added Jersey, Guernsey, and the contiguous islands.

The bishop is said to have visited Guernsey, A.D. 556, and is reputed to have been the first who introduced Christianity into the island, and united it and the others to his spiritual jurisdiction in Brittany. St. Sampson's Harbour is supposed to be the spot where he landed.

In 912, Charles the Simple, king of France, ceded to Rollo, a Norwegian adventurer, the province of Neustria, now called Normandy, of which he became the first duke. The Channel Islands were also annexed by this wise and Christian governor.

The next authentic event of any importance was the settlement of the monks of St. Michael in Guernsey, where they were banished by Richard I., third duke of Normandy, for dissolute conduct. The church of the

Vale parish where they resided is dedicated to St. Michael the Archangel.

In the year 1061, during the reign of William, seventh duke of Normandy, Guernsey was attacked by pirates, who were, however, repulsed by the troops sent by the duke, aided by the inhabitants. Then, when, in 1066, William invaded England, the Channel Islands, together with Normandy, became united to the kingdom of England.

On the death of William, England and Normandy were disunited, and for a short time the Channel Islands became disconnected with England. But in the reign of Henry I. they were again united.

During the struggle between Stephen and Henry II., duke of Normandy and of the Channel Islands, their inhabitants remained faithful to the duke; Henry, fearful that his enemy might attempt to take Guernsey, strengthened the island, and caused a fortress to be erected on a little islet called Cornet, close to the harbour of St. Peter Port, which appears to have been the origin of the castle, still called "Castle Cornet."

When Henry succeeded Stephen the usurper, the Channel Islands became once more an appendage to the English crown. The king appointed John, his youngest son, Earl of Morton, lord and governor of these islands, and bestowed certain estates in Guernsey upon him, which grant was confirmed by his brother Richard on his accession to the crown.

On the death of Richard, John usurped the throne, murdering his nephew Arthur, who was the rightful heir. This act roused the indignation of every foreign power, and Philip Augustus (A.D. 1264) made it a pretext for annexing Normandy to the crown of France. The union of these islands with England was not, however, disturbed by the act of Philip; but they continued faithful to John.

Thus were the islands severed from Normandy, and became finally annexed to the British crown.

In the reign of Edward III., a fleet of Philip of Valois, after attacking and plundering Southampton, made a descent on the Channel Islands, and, after much resistance, took possession of Guernsey; but by a truce afterwards concluded between Philip and Edward, Guernsey was restored to the English.

Charles V. subsequently fitted out a fleet, with 4000 fighting men, who landed in Guernsey. The first encounter took place at Vazon Bay, when the Guernsey men, only mustering 800, were defeated, and retreated towards Castle Cornet.

The Guernsey men made a stand on the ground where "New Town" is now built, known to this day as *La Bataille*. The governor fortified himself in the castle, and defied all the attacks of the invaders to dislodge him; and Charles V., despairing of success, withdrew his forces, after sustaining a loss of 400 men, and left the island to the quiet enjoyment of the natives.

On the occasion of this invasion the Constable of France is reported to have made an equally vigorous attack on Jersey. He came unexpectedly, with a force of 10,000 men, led on by the Duke of Bourbon, and the flower of the French army, who effected a landing, and encamped before the castle of Mont Orgueil. After a long and unsuccessful siege, the Jerseymen consented to capitulate if, within a given time, succour did not arrive. The anticipated aid from England arriving, the siege was raised, and the Constable and his army returned to France.

During the reign of Henry VI., the French made themselves masters of Mont Orgueil Castle, more by stratagem than valour, and conquered half the island. On the accession of Edward IV., the Vice-Admiral of England arrived at Guernsey, and hearing that the whole of Jersey was likely to be subdued, proceeded there, and blockaded the French by sea; while a valiant islander who had secured a strong fortress on the western coast, supported by a large body of the inhabitants, and a numerous force from Guernsey, invested them by land, recaptured the castle, and expelled the French from the island.

It was not until the early part of the reign of Edward VI. that the French again appeared, with a force of 2000 men, and seized on Sark, which offered but a feeble resistance. Leaving a garrison at Sark, the rest sailed to Guernsey by night, and arriving at St. Peter Port, they attacked the ships in the harbour, which were easily overcome; but the cannon from Castle Cornet aroused the townspeople, and the whole population was quickly under arms. Fighting with the bravery which seemed to characterize the natives, they repulsed the invaders

who had landed under cover of the darkness, and drove them to their boats.

A similar expedition was sent against Jersey, which landed at Boulay Bay, but the Jerseymen offered an equally brave resistance, and drove back the invaders with great loss. Sark, however, still remained in possession of the French, whose proximity occasioned the neighbouring islands great uneasiness, and necessitated incessant watchfulness.

The manner in which Sark was recovered, related by Sir Walter Raleigh, who was governor of Jersey about fifty years after the event, may be recorded here, especially as the story has been recently revived. "The island of Sark, contiguous to Guernsey, having been surprised and taken by the French, could never have been recovered by strong hand, having cattle and corn upon the place to feed as many men as were required for its defence, and being so inaccessible that it might be held against the *Grand Turk* himself; yet, by the ingenuity of a gentleman of the Netherlands, it was regained. He anchored in the harbour with one ship, and pretending that the merchant who had freighted it had died on board, besought permission of the French to bury him in consecrated ground, and in the chapel of the island, offering them a present of *such commodities* as he had on board. This request was granted on condition of the Flemings not landing armed with any weapon, not so much as even a pocket-knife. All this was assented to. Whereupon a coffin, not containing a dead body, but swords, targets, and arquebusses, was put into the boat. The French received the mourners on their landing, and searched every one of them so narrowly that they could not have concealed a penknife. The coffin was drawn up the rocks with great difficulty. Some of the French meanwhile took the boat of the Flemings, and rowed to their ship to receive the promised commodities; but as soon as they got on board they were seized and bound. The Flemings on land, after having carried the coffin into the chapel, shut the door, and taking out the weapons fell upon the French, who ran down the beach, calling upon their companions on board the vessel to return to their assistance; but when the boat landed it was filled with Flemings, who, uniting with their countrymen,

effected the complete capture of the island."—Raleigh's 'History of the World,' book iv., ch. 2.

During the reign of Elizabeth, Castle Cornet was fortified, and the castle at the entrance of St. Helier, which still bears her name, was founded by her. Sark was made the subject of a royal grant to Helier de Carteret, on condition that he let it out in forty different tenements, that there might be at least as many men to resist any future attack of the French. She also endowed a grammar school in Guernsey, from which has grown the excellent college still bearing her name.

During the civil war, in the seventeenth century, both islands played their part, Jersey espousing the side of Charles I., and Guernsey that of the Parliament.

Prince Charles, in his flight before the Parliamentary forces, took refuge in the Scilly Islands, and thence crossed to Jersey, where he was received in safety until he went to France.

In Guernsey, the governor, who was a staunch royalist, seized Castle Cornet, and held it for some years, but at last it was taken by Blake, who came against it with a fleet of eighty ships.

Elizabeth Castle, in Jersey, was for some time held by the governor against the Parliamentary forces, but at last it yielded.

On the restoration of Charles II., Guernsey gave in her allegiance to the king. In the reign of James II., the French designed to capture the islands, but their fleet was utterly routed in the great battle of La Hogue. But it was long before these islands ceased to arouse the cupidity of the French. During the Seven Years' War, in 1755, they made preparations at Granville and St. Malo for an attack, but Lord Howe frustrated their designs, and they retired to Brest.

Again, in the reign of George III., on the breaking out of the American war, they formed another plan for the invasion of Jersey, and attempted a landing at St. Owen's Bay, but they were repulsed, and their fleet was almost annihilated by the British squadron.

The last attempt occurred in 1781, when the Baron de Rullecourt, with a force of 1200 men, sailed from Granville, and, piloted by a treacherous Jerseyman, effected a landing at midnight in La Rocque Bay, whence they marched on

St. Helier, and early in the morning they surprised the town. The lieutenant-governor was taken in bed, and compelled to sign a capitulation. To his discredit he also submitted to sign an order to the British troops to surrender Elizabeth Castle; but the commander, Major Pierson, a brave young officer, believing that the governor was a prisoner, and therefore his order not obligatory, assembled the military, and was soon joined by the militia. These combined forces made so brave an attack on the French, that they gave way. Rullecourt, who watched the battle from the Court House, came out, and seizing the lieutenant-governor by the arm, declared they should both share the same fate. The Frenchman soon fell, but the governor escaped unhurt, although one or two balls passed through his hat. Unfortunately, at the first discharge against Major Pierson's column that gallant soldier was shot through the heart, but the enemy were utterly defeated, and they surrendered unconditionally. Thus ended the last attempt of France to possess these islands lying so temptingly near to her shores. The body of Major Pierson was interred in the parish church, with military honours, and a stone was erected at the place where he fell near the Royal Court.

On the renewal of hostilities between England and France in 1803, Lieutenant-General Sir John Doyle was appointed to the post of lieutenant-governor of Guernsey, who not only put that island into a complete state of defence but also Jersey. It was anticipated that Napoleon would make an attack on these islands, but they escaped invasion.

From that time to the present, no event of any great historical importance has happened, and the last incident worth recording is the visit of Her Majesty, accompanied by the Prince Consort, the Prince of Wales, and the Princess Royal, in 1846. At Guernsey, on the pier, a granite obelisk marks the spot where the Queen landed; and subsequently a handsome structure, named Victoria Tower, was erected in commemoration of her visit. Her Majesty also landed in Jersey, and a royal album was executed by order of the States, containing a full account of the royal visit, accompanied with splendid views of the most picturesque scenes in the island, and dedicated, by permission, to the Queen.

In 1854, Her Majesty, accompanied by the Prince

Consort and four of their children, paid a visit to Alderney, and landed on the island, a circumstance of which the inhabitants were not a little proud.

LANGUAGE AND CONSTITUTION.

English is generally spoken in Jersey, although the official language is, as it has ever been, French. The native language is old Norman French, or, as it is now called by the inhabitants, Jersey French, and it contains a good many words that have remained unchanged for centuries. Visitors have no difficulty in making themselves understood, as the inhabitants generally speak English: indeed, most tourists would be better understood by their English than if they availed themselves of the French tongue.

For the ordinary visitor, nothing need be said concerning the laws relating to property, some of which are peculiar, and little space need be devoted to any description of the legal and political constitutions of the islands. For ample and exact information concerning Jersey, the reader is referred to Falle's 'History of Jersey,' and Le Quesne's 'Constitutional History.'

Of course, as the Channel Islands form part of the realm, the authority of the Imperial Parliament extends over them, though no act has any force in the islands unless they are specially comprised therein. The local governing body is called the States, Jersey and Guernsey each having its own, and the latter also legislating for the smaller islands.

The States of Jersey now consist of fifty members (exclusive of the president, who is the bailiff or chief magistrate of the island), viz. the twelve jurats (who also sit as magistrates in the royal court), the twelve rectors, the twelve constables, and fourteen deputies (one for each of the eleven 'country parishes, and three for St. Helier). The two crown officers, the attorney-general, and the solicitor-general, have the right of addressing the assembly, but not of voting. The royal court is the judicial body. It is composed of twelve jurats, who are elected by the people, with little or no restriction whatever, and is divided into two tribunals, the one *de première instance*, or, as it is better known, *le Nombre Inférieur*, composed of the bailiff, who presides, and two

jurats; the other, the court of appeal, or, as it is called, *le Nombre Supérieur* or *Corps de Cour*, consisting of at least seven jurats, and presided over by the bailiff. An appeal from this court to the Queen in Council is the *dernier ressort* of the subject.

The feudal system still prevails in the Channel Islands, but many of the customs and privileges attaching to it have fallen into disuse. In Jersey there is a considerable number of fiefs or lordships, the principal of which are the *Fiefs Hauberts* or *Fiefs Nobles* of St. Owen, Rozel, Samares and Trinity. The Queen is "Lady paramount!"

In Guernsey there are two bodies bearing the title of "States," namely, the States of Election, to whom belongs the election of the jurats and the sheriff; and the States of Deliberation or local Parliament.

The States of Election are thus composed: the bailiff and 12 jurats, 1 rector, the Queen's Procureur, 22 central Douzaines of St. Peter Port, and 130 Douzaines of country parishes—total, 223.

The States of Deliberation are thus composed: the bailiff and 12 jurats, 8 rectors, the Queen's Procureur, 6 deputies of St. Peter Port, and 9 deputies of country parishes—total 37.

The lieutenant-governor has no vote, but only a deliberative voice in the meetings of the States, which are held in the Court House. The bailiff is president of both bodies.

CLIMATE.

Although the question of climate is not so important a consideration for tourists as for those who are seeking health resorts, it is well that visitors should know something of the meteorological conditions of the places they visit. A good deal of attention has been given to this subject by many medical men, but by none more than by S. E. Hoskins, F.R.S., a physician, and it is his observations that are mainly recorded here. It may be stated that though his remarks were originally made concerning Guernsey, they may be taken for the most part as applicable to Jersey also. He has shown that the high day temperature of the south of England was always higher than that of Jersey, and that of Jersey was always higher than that of Guernsey; whilst the low

night temperature at Guernsey was higher than that of Jersey, and Jersey higher than that at Greenwich. Thus the diurnal range of temperature at Guernsey was less than that of Jersey, and very much less than that of the south of England, indicating the equable nature of the climate of Guernsey; the average daily range of temperature, for the whole year, of Guernsey being $8^{\circ} 15'$, whilst that of the south of England, a little inland, was nearly 15° .

The annual rainfall in Guernsey is about thirty-six inches, but it falls for the most part in tropical showers; a large quantity thus falls in a short time, so that there are but few really wet days in the year. It may be observed, from the loose, gravelly nature of the soil, and from the excellent condition of the roads, that walking is practicable soon after the heaviest rain.

The hottest month is July, but the temperature of August is but slightly lower. In May, June, and July, the mean temperature of Guernsey is lower than that of Greenwich, but higher during the remaining nine months of the year. This distribution of heat renders the summer months cool and bracing, the winter, spring, and autumn, mild and uniform. The equability of autumn and its duration constitute peculiar features in the climate of Guernsey. In October there frequently commences a second summer, called by the peasantry "*Le petit été de Saint Martin*," because of its dating from the 10th of October, old Michaelmas, or St. Martin's Day. This second summer often extends to the middle of December.

Frost is of rare occurrence, and is never of long continuance: skating is an unknown pastime. Hoar frost is seldom met with, and when it does take place it is only on bleak and exposed situations; so that spring vegetation is not exposed to this serious and often elsewhere fatal check.

Land-fogs are seldom or never met with; but sea-haze is by no means uncommon in spring and autumn. It lasts, however, but a short time.

The climate of Guernsey is considerably modified by the wind. The northerly winds predominate; the westernly one more frequent than the easterly. In autumn and winter N.W. winds are strong and boisterous, with heavy gusts and squalls; the weather, however, between the

showers is not cold, and never frosty. The N.E. and E. wind are by no means cold and unpleasant in Guernsey, indeed the finest weather in spring, summer, and autumn, is accompanied by light breezes from these directions.

It will thus be seen that the equable temperature of the Channel Islands, especially of Guernsey, is particularly adapted to invalids, or persons of delicate constitution.

NATURAL HISTORY.

The *Camelia japonica* blossoms freely in the open borders through December, January, and February, and grows most freely in the shadiest spots, often attaining the height of twenty feet. Dr. Hoskins has given the dimensions of two camelias trained against a south wall. The lateral extent of a double white was twenty-five feet six inches, with a stem two feet eight inches in girth. A double red was twenty-five feet ten inches, with a trunk two feet one inch in circumference. These trees were covered with blossoms from January to April, and flourished in spite of frost, snow, wind, hail, and rain.

The *Magnolia grandiflora* flowers profusely, and attains a large size, as do the myrtle and *Banksia rose*; and the scarlet geranium, to the height of ten or twelve feet, adorns many a cottage wall throughout the year. The following bloom freely in the open borders during January and February:—*Coronilla glauca*; *Erica arborea alba*; *Erica americana* and dwarf pink; red *salvia*; *veronica*, three varieties; *azalea*, white and pink; *Daphne Dauphinea*; *mesembryanthemum*, white, pink, and small purple variety. Seldom have we seen the *hydrangea* with its large pink and blue flowers, in such perfection; and nowhere else have we seen such fuchsias, attaining a height of from twelve to twenty feet, with stems in proportion.

The *verbena* (lemon-plant) attains similar dimensions. The *Cobæa scandens*, *Maurandia Barclayana*, *Ecrymocarpus*, and other climbers are very hardy, and spring up naturally from seed at the foot of the walls against which they are planted. *Calceolarias* of various sorts and even the *heliotropium* blossom till December. The *aloe* grows to

a great size; and in some gardens, under a south wall, the *orange and lemon* bring forth their fruit to perfection.

The climate of Guernsey seems, in a remarkable degree, adapted for the growth of bulbous-rooted plants. The innumerable tribe of *Ixia*, and the *gladiolus*, blossom in great perfection, as does also the *amaryllis*. The *Amaryllis belladonna* blooms every year, and, with its richly-coloured blossoms, is a great ornament to the cottage gardens where it is so frequently found.

But the gem of this class is the *Amaryllis sarniensis*, the Guernsey lily as it has been called; and as this flower has been brought into no little prominence, some slight account of the introduction of the bulb may not be out of place. The *Guernsey lily* is a native of Japan, and was brought to the island by accident nearly two centuries ago. A vessel from Japan, having some of these roots on board, being wrecked near the coast, they were washed on shore, and became embedded in the sand, where they remained unobserved, until the beauty of the flower attracted the attention of the Hon. Charles Hatton, son of Lord Hatton, the then governor for Charles II. Being a florist, he knew the value of the prize, and had them transplanted and cultivated, and sent roots to England, where they were much admired. It has since been a favourite in this country and on the continent, but nowhere does it flourish so well as on the soil of its first adoption. Very little attention is now given in Guernsey to the cultivation of these bulbs: they are never manured, but merely weeded, and slightly covered with sea-sand. They grow in beds, many hundreds of them together; and though they flourish in any situation they seem to thrive best under trees, and in other partially shaded spots. As soon as the buds make their appearance, the bulbs are exported by the nurserymen from June to August in great quantities, packed in boxes of moss; and on their arrival in England and elsewhere they may be planted in pots of sand, or light loam, and they will blossom in September and continue for about a month in perfection. The flowers are leafless and have no smell, but they are noted for the brilliancy of their colour. In 1725, Dr. James Douglas devoted a whole work to the scientific treatment of this flower, from which we glean the following quaint description: "Each

flower, when in its prime, looks like a fine gold tissue wrought on a rose-coloured ground; but when it begins to fade and decay, looks more like a silver tissue on what they call a pink colour. When we look upon the flower in full sunshine, each leaf appears to be studded with thousands of little diamonds, sparkling and glittering with a most surprising, agreeable lustre; but if we view the same by candle-light, these numerous specks or spangles look more like fine gold dust." But in spite of its history and antiquity, we think this flower is rather over-rated. Now that Japan furnishes us with so many of her bulbs, we may well transfer some of our enthusiasm to other flowers. The *Lilium auratum* is as handsome and possesses the charm of an exquisite aroma; and in spite of the extent to which the *Guernsey lily* is exported it is a very capricious flower. In England it can only be made to flower a second time with the greatest care, and very often it dies after the first year; and even in Jersey the plant does not flourish as in Guernsey, by reason of the greater fluctuation of temperature.

Among the grasses of the Channel Islands there is a species known to botanists as *Cyperus longus*, called "han" by the islanders, and which they have applied to a variety of purposes. "At the Great Exhibition, in 1851, a complete set of articles made of this substance, of home manufacture, was exhibited. Among these was a Guernsey farm-saddle, in constant use in every farm for riding, the females using it, sometimes, as well as the men, for all their farm and marketing purposes, and for carrying bags and panniers. There was also a mat and footstool, and a bullock's and horse's collar made of *han*. It is now made into ropes of tolerable strength, and used by fishermen, because it is not so much affected by salt water as hemp: it is also used for tethering cattle."

Most people have seen in this country walking-sticks made of the stalks of the cabbage plant, and have at first imagined they were being sought to be imposed on when told of their origin. But one of the first things that strikes the visitor, especially to Jersey, when he gets beyond the town, is the gigantic growth of the stalks of this plant, whilst numerous shops offer the walking-sticks made therefrom at various prices, from 8d. upwards, according to the expense of the mounting.

Ferns are found in great abundance, more especially

in the shady lanes and by the tiny rivulets that trickle down to the bays. Few, however, of the rarer species are discovered. The *hart's tongue* grows abundantly in both Jersey and Guernsey, and in the latter island some thirty distinct varieties are known. For a detailed description of these interesting plants we may refer our readers to Moore's 'Hand-Book of British Ferns.'

ROUTES.

Steam communication is kept up between the ports of London, Southampton, Weymouth, and Plymouth. From London, in the summer months, steamers leave the Custom House Quay for Jersey (320m.) every Saturday, returning every Tuesday.

From SOUTHAMPTON, the London and South-Western Railway Company's steamers leave on arrival of the 9 P.M. train from Waterloo daily for Guernsey (108m.), and Jersey (130m.), except on Saturdays, when the steamers leave on arrival of the 5.45 P.M. train from Waterloo for *Jersey only* (120m.). Passengers may proceed to Southampton by earlier trains, and in this case they are able to select their berths before the arrival of the last train. Those who travel, however, by the 9 P.M. *fast train* are conveyed through to the docks, and have their luggage placed on board without trouble or expense. There is no service on Sundays.

The company issues first-class return tickets to Jersey available for two months at 48s., and second-class at 38s., including steward's fee, enabling the holders to stay at Guernsey either going or returning, but not both. Third-class tickets are issued between London and Guernsey and Jersey on Tuesdays and Thursdays, and on Saturdays only between London and Jersey. Single journey (available for four days), 20s.; double journey (available for two months), 30s. The steamer leaves Jersey for Southampton every morning at 6.45, and Guernsey about two hours and a half or three-quarters later.

From WEYMOUTH, the Weymouth and Channel Islands Steam Packet Company's steamers leave for Guernsey (68m.) and Jersey (90m.) every Monday, Wednesday, and Friday at 11.30 P.M., after the arrival of the express trains from Paddington, Bristol, Birmingham,

Plymouth, &c. Return tickets are issued, available for two months, at 48s. first, 38s. second, and 30s. third class. This is the shortest sea-route, but against this must be set off the longer railway journey, and consequently earlier hour for leaving town; and the passage through Southampton Water till the Needles are reached may usually be regarded without fear by even those who are easily upset.

The Weymouth boats arrive at Guernsey from 6 to 8 o'clock, and the Southampton boats from 8 to 10 o'clock; the passage from Guernsey to Jersey occupies about two hours and a half.

From PLYMOUTH, a steamer leaves Sutton Pool for Guernsey (81m.) every Friday at 8 P.M., and returns from Guernsey every Thursday at 8 A.M. Fares: first class, 14s.; return, 25s.; second class, 8s.; return, 14s. Return tickets are available for one month, and may be renewed beyond that time.

Embarking at Southampton or Weymouth, there is little at night to interest the voyager, who, if he be at all liable to sickness, is advised as soon as possible to secure his berth and take possession. If there be a cabin amidship, it is better to select a berth there, as the motion of the vessel is less felt, and one is not disturbed by the meals which may be going on in the saloon.

The first object to attract attention will be

The CASKETS, a group of rocks about 12m. from Guernsey, and as the steamer passes close to them, they are well seen. This desolate group are formed of granite, and wear their broken and fantastic heads unclothed with verdure of any form; they are about a mile in circumference, and can only be visited in calm weather. No fear need be felt in approaching them, for they rise so abruptly from the sea that there is from 20 to 25 fathoms of water on all sides. Until 1723, there was nothing to distinguish these dangerous rocks at night, but in that year a lighthouse was built. The keepers, usually from Alderney, are supplied with provisions enough to last them the entire winter, for approach to the rocks is sometimes impossible for months together. Should provisions run low or medical aid be necessary, the keepers may communicate with Alderney by means of a telegraph by day, or by lighting a fire at night, though one would

suppose it must fare hard with the men in case of their being taken ill. After passing the Caskets, on the left may be discerned the island of Alderney, which will be treated of hereafter. But interest now will centre in Guernsey, which appears on the right, and whose proximity will be hailed by those who have had more than enough of the sea voyage. The Doyle Monument, at the N.E. corner of the island, will be a welcome sight, and the comparatively smooth water between Guernsey and the small islands of Herm and Jethou will indicate that those whose destination is Guernsey have nearly arrived.

As soon as the steamer comes alongside the commodious landing-stage, which may be approached at all tides, she is boarded by vendors of fruit, for which the islands are famous. Fish and flowers are also taken on board for the Jersey market. After disembarking and embarking passengers, the steamer leaves for Jersey, passing Sark, which must be visited from Guernsey. *Cape Grosnez*, the extreme N.W. promontory, is the first part of the coast of Jersey passed, then, crossing the extensive bay of St. Owen,

The CORBIÈRE ROCKS are reached. These, and other sunken rocks, extend in enormous ridges along the whole southern coast of the island, being still more formidable towards the S.E., off St. Clements and La Roque. Here, too, the coast is barren and precipitous, and the rise of the tide being no less than 45 ft., it is readily conceivable what a wild and rugged aspect must be disclosed at low water.

In fact, this first view of JERSEY is not exhilarating, and one welcomes with a joyous surprise the different scene presented on rounding La Moye Point, when the picturesque bay of St. Brelade comes into view, with its ancient church tower crowning the cliff. Then, rounding Noirmont Point and Tower, the beautiful bay of St. Aubin stretches away to St. Helier. Villas and houses dotted along the coast and on the hills suggest favourable situations for permanent or temporary residence. But soon the grand old fortress of Elizabeth Castle demands attention, and by the time it is reached the visitor's first impression of Jersey will be determined. If the tide be high, the rock on which the castle stands will be surrounded by water, and the steamer will come alongside the quay and discharge her living freight with

comfort and expedition. But if the tide be low, the long, barren ridge of rock connecting the castle with the mainland will be laid bare, greatly diminishing the grand effect of the fortress; and worse still, the steamer stops short of the quay, and passengers are at the mercy of small boats which put off to land them. No matter how near the quay the steamer may be able to get, the fare of ninepence per head is demanded, and indeed is the amount recognised by authority.

It does seem reasonable that if a company contracts to take passengers anywhere it should perform its contract. Strictly speaking, they are ready to perform it if passengers will but wait long enough; but if they chose to hire further conveyance for their own accommodation, they do it at their own cost. It certainly would be but a reasonable demand that the company's charges should include conveyance from port to port without any tidal conditions.

The traveller is advised to carry as much of his baggage as may be convenient, as the value which the porters put on their services is neither modest nor moderate.

As there is always some hurry and confusion in landing, and as the British tourist is naturally ruffled by any attempt at extortion, it may save his temper and his pocket if we reproduce the very reasonable rules which have been drawn up for the regulation of porters' fares. It should be stated that if it is intended to ride into the town, which will usually be the case, the porters merely carry the luggage to the top of the quay, where carriages and 'busses are in waiting.

Porters shall not exact for the carrying of luggage more than threepence when taken from vessels to the quay, and sixpence when taken from the boats at the landing-place, nor more than ninepence to the hotels and taverns in the neighbourhood of the Royal Square, and not farther north than the Royal Square, nor farther east than the south of Halkett Place, nor farther west than the entrance to Pitt Street; nor more than one shilling from any landing-place to the entrance of Roseville Street, James Street, Hemery Place, Ann Street to the angle of Charles Street, Minden Place, Upper New Street, Devonshire Place, Cannon Street, and Gloucester Street; nor more than one shilling and threepence from any landing-place to the extremity of the parish, eastward, on the Grouville Road; to the angle north-

east of Simon Place, St. Saviour's Road, to Val Plaisant towards the north : and to the entrance of St. John's Road and Jewell's Baths, towards the west ; nor more than one shilling and sixpence from any landing-place to the brook which separates the parish of St. Helier from that of St. Saviour's, near Le Coie, and to the junction of the high road of communication from Rouge Bouillon to that of St. John's, northward ; and westward, to the junction of the high road of Rouge Bouillon on to that of St. John's, half-way up the hill of Mont Martin. Provided always the luggage of each passenger thus conveyed at the above rates, shall not weigh more than one hundred pounds. They shall receive one-third above the amount mentioned in this tariff when the weight of the luggage shall be more than one hundred pounds, and under two hundred pounds, and double these amounts when it shall exceed three hundred pounds. The Constable of St. Helier shall deliver to each porter a printed card with the tariff, and passengers shall be entitled to demand of the porters the production thereof before they pay them ; any porter refusing to produce his card, shall be liable to a fine of two shillings and sixpence.

JERSEY.

WHEN landed, the voyager's first impressions are not very cheerful, for a long stretch of quay and an absence of anything like picturesqueness are not at all inviting. It seems as if St. Helier were a maritime port, where sailors, and not tourists, most do congregate; but when one gets beyond the waterside and through the narrow streets that lead to it, the appearance of a bright, clean inland town is presented; for probably few seaport towns were ever built whose houses were so generally shut out from any sea view.

Accommodation for visitors is ample, but if a marine view be considered a *sine quâ non*, the houses facing the waterside should be first visited, or the search farther in the town may be a long and tedious one. The hotels are numerous. Among the best may be reckoned the Victoria, Star, British, Union, Mivor's, Navy, Imperial, Pomme d'Or, Southampton, Marine (sea-water swimming baths for ladies and gentlemen), Yacht Club, Hotel de l'Europe, and Hotel de Calvados, the two latter French. Among the boarding houses, Bree's and Brown's may be mentioned. The tariff at some of the best is about 8s. 6d. per day, which includes breakfast, lunch, dinner at table d'hôte, bed, and service. Private lodgings are numerous and reasonable. Clean and comfortable rooms may be had from 10s. per week each and upwards. If it is intended to engage apartments it would be well to hire a cab and tell the driver your wants.

CAB FARES.

	s.	d.
For any distance not exceeding one mile	1	0
For each additional mile, or fraction of a mile ..	0	6
If taken by the hour—For the first hour	2	6
For each additional half-		
hour	1	0

Cab-drivers are obliged to carry the packages and luggage of passengers, provided the weight thereof does not exceed 100 lb.

and that the size and nature of these articles will allow of their being put inside on the seats, or on the top of the cab. They are entitled to make an extra charge of 3*d.* per packet on such as cannot be put inside the cab.

Most of the hotels are within a mile of the quay.

The following table showing the distances from the Royal Square to the undermentioned places, authorized by the lieutenant-governor, may be useful for other purposes as well as the employment of cabs:—

	m.	l.	y.
St. Clement's Church	2	4	66
Grouville Church	2	6	66
Gorey	4	1	0
Mont Orgueil Castle	4	6	33
St. Saviour's Church	1	2	99
St. Martin's Church	3	6	66
Rozel Barracks	5	5	0
Trinity Church	3	6	0
Bouley Bay	4	6	0
St. Peter's Church	4	6	0
St. Owen's Church	6	2	4
St. Lawrence Church	3	2	8
St. John's Church	5	5	60
St. Mary's Church	5	6	0
St. Brelade's Church	5	4	0
St. Aubin's Harbour	3	6	133

We append, also, a list of

BOATMEN'S FARES.

Every boat's crew shall receive from each passenger (his ordinary luggage included):—

	s.	d.
From the quay to a vessel in the harbour ..	0	3
From the harbour to the small roads	0	9
From the harbour to the small roads as far as the nearest buoy	0	6
From do. outside of the Hermitage, or in the great roads—if one passenger only	3	0
If two passengers only—each	1	6
If more than two—per passenger	1	0

The same sums shall be paid from these several places to the harbour of St. Helier.

Several of the more important hotels have 'busses at the pier—fare, 6*d.* each to any part of the town. If it

be during July or August, and the number of visitors has been large—which may usually be ascertained by inquiry on board—it would be well to engage a cab rather than the hotel 'bus, which sometimes waits a considerable time till all the passengers are landed. But if a particular house has been decided on, it is safer to telegraph and engage what accommodation may be desired. We have known some of the hotels so full that they have had many visitors sleeping in separate houses, and only brought in as vacancies occurred.

After having moved into quarters and repaired in some way the effects of the voyage, the question will naturally arise, What is to be seen? If the passage has been a favourable one, mid-day will scarcely have arrived before the visitor is ready to begin sight-seeing; but if otherwise, much of the afternoon may be gone, and any extended peregrinations may be undesirable; at any rate, a short account of the general features of Jersey and of St. Helier may well precede any description of the excursions that may be taken.

GENERAL DESCRIPTION.

Jersey is the largest and most important of the Channel Islands. Its extreme length is about 20m., and its breadth from 5 to 6m. It contains about 30,000 acres.

The population at the last census (in 1871) was 56,627, of whom St. Helier contained 30,756.

Jersey enjoys a considerable shipping trade, upwards of two thousand vessels clearing from the island annually.

The chief wealth of the island arises from the products of the soil, which is very fertile. Grass grows luxuriantly, and may be made to yield three crops in the year.

One crop is sometimes sown after wheat, and comes up rapidly.

Arable lands are no less productive, yielding grain and root crops bountifully. But it is for their fruits and vegetables that the islands are most famous. The mildness of the climate hastens the production of potatoes, asparagus, and peas, which are sent to the English market in great quantities. According to a report issued by the Royal Agricultural and Horticultural Society of Jersey, "the

yield of early potatoes was in one instance six tons per acre, and was sold for 25*l.* per ton, presenting a total return of 150*l.* per acre."

Grapes are largely cultivated and find a ready sale at Covent Garden; some vineries export upwards of a ton of grapes annually.

Apples of the best early and late varieties are in general cultivation, and most of the farms have small orchards. Cider is not now made to such an extent as formerly, though it is still drunk by the peasantry and farmers. It must be confessed that there has been a growing taste for stronger beverages than cider. The islands are more celebrated for their pears than for their apples. The *Chaumontel* pear ripens to greater perfection than anywhere else, the French gardeners, even, being unable to produce any to compare with the Jersey ones in size or flavour. Pears, weighing from nine to twelve ounces, readily fetch from 3*l.* to 4*l.* per hundred, and even 5*l.* or 6*l.* for those from twelve to eighteen ounces.

The fig tree is generally cultivated, and bears in profusion both the purple and the green fruit, the former being preferred. To those who are fond of fruit, one of the chief attractions of the dinner-table at the best hotels is the deliciousness and variety of the dessert.

Considerable attention is given to the breeding of the Jersey cows, which are valued for the quality and quantity of the milk they produce, varying from four to seven gallons per day. The visitor will observe that the cattle when grazing are always tethered, so as not to tread down the grass beyond the spots on which they are feeding.

The farms are usually very small, varying from fifteen to twenty acres, and rented at from 10*l.* to 12*l.* per acre. In Guernsey the holdings are even smaller still.

The sea is not so productive as the land; and, indeed, is not so much so as formerly. Not many years since there was a large oyster trade, which now has become much reduced. A good variety of fish is still caught off the coast, though not in such abundance as could be desired. A good deal of the fish in the Jersey market comes from Guernsey.

One industry, however, of a marine nature, is both peculiar and profitable, and demands notice. It is that

of gathering sea-weed, or *vraic*. This is used by the farmers for manure, and by the poor for fuel, the ashes from which are collected and sold for manure at sixpence per bushel; and so important is this article, that the island legislature fixes the time and manner of its collection.

There are two kinds of *vraic*: the *vraic scié*, that cut from the rocks with small reaping hooks; and the *vraic-venant*, that washed on shore and gathered after every spring tide, or storm at sea.

The *vraicking* season is thus described by a local author, Mrs. Clarke:—

“On the morning of the appointed day hundreds of country people assemble from all parts, two or three families joining company, some with carts, some with horses having panniers slung on each side of them; they proceed to the beach, and, as the tide ebbs, they scatter themselves over the bays, the most active on foot or on horseback wading to the rocks as far out as possible, some going in boats to detached rocks, even at a great distance, and being all armed with billhooks, they cut away as fast as possible, sending it off in boatloads to the beach, where it is deposited in heaps, upon which a smooth stone is laid, having the initials of the owner chalked upon it.

“The scene is such a merry one that the stranger will be repaid for a walk or a ride to either of the bays on a *vraicking* day; the odd costumes of both men and women, with trousers and petticoats tucked up for greater freedom of limb, the varied dress of the younger ones, who turn out on these occasions with as much delight as on a holiday—those who cannot cut *vraic* being employed in carrying it—whilst most of the women gather ormers, crabs, and limpets in such prodigious quantities that the market is always overstocked with them on these occasions.

“The *vraic-venant* is not gathered in the same manner: it is mostly done in rough weather when the boisterous waves have torn it from the rocks: it is cast upon the beach, and the men send out immense rakes with which they drag the *vraic* on shore beyond the reach of the sea.

“Poor persons who possess neither horse nor cart are allowed to cut it during the first eight days of the first spring tides after Easter, provided they carry it on their backs to the beach.”

To Londoners, or those who, living in large towns, have been accustomed to be waited on by tradesmen for orders, and who therefore are not accustomed to "marketing," the appearance of Jersey market on Saturday morning will be a treat. The stalls of fruits, flowers, and vegetables, temptingly arranged, look most inviting, and intending purchasers cannot fail to find that which will please them; but they will be rather disappointed if they expect to be charged very low prices, for the influx of visitors during the season has a tendency to enhance the value of commodities.

For some years past there has been an upward tendency, and those who formerly obtained board and lodging at respectable houses for a guinea a week, complain of the increased charges. It is supposed that visitors are made to pay higher prices than residents; and it is not altogether unreasonable that permanent and regular customers should have some advantage over those whose custom is but occasional and not to be relied on.

The meat market is well supplied with excellent beef and mutton: bullocks and sheep are brought in large quantities from Normandy. The former are imported free, but they are subject to an official inspection by an appointed veterinary surgeon on arrival, and they must be slaughtered within ten days. The poultry is good and cheap, and may be had at most seasons of the year. Most of it is imported from France, but that produced on the island is superior in quality. The same remarks may apply to eggs. Game is plentiful during its season.

ST. HELIER.

Jersey contains, besides St. Helier, the towns of St. Aubin and Gorey, and many hamlets. The island is divided into twelve parishes; the parishes are subdivided into "*vingtaines*" ("scores"), supposed to be so called from having originally contained twenty houses; of these *vingtaines*, there are from two to six in each parish, and in all fifty-two.

The old part of the town, near the water, is narrow and inconvenient, but as the town has pushed inland it

has developed into wider streets and more commodious houses.

The ROYAL SQUARE first demands notice. It is paved, and was formerly used as a market, until the present meat, fish, and vegetable markets were built. Now it is chiefly given up to lounging and legislation. The building on the S. of the square is called the COHUE, or ROYAL COURT HOUSE. Here the various courts, civil and criminal, are held, and here the States meet. In the principal chamber, where the Royal Court sits, there are three paintings worth notice. One is a full-length portrait of George III., by Jean, a native amateur; another is a portrait of General Conway, when lieutenant-governor of the island, by Gainsborough, in that artist's best style; and the third is a large painting representing the death of Major Pierson, at the Battle of Jersey, 6th January, 1771. This spirited painting is a copy, by Mr. Holyoake, of the original work by Sir David Copley, in the National Gallery. Local estimate considers it equal, if not superior, to the original. Connected as this work is with so important an event in the history of the island, which occurred close to the spot, we do not wonder that it is much admired. There is also exhibited a "large silver-gilt mace, presented to the bailiff and jurats by Charles II., on his restoration to the throne, in token of his appreciation of the island's fidelity to his father and himself."

The relic of antiquity in the Royal Square—the statue of George II.—is not remarkable as an ornament. Its only interest centres round its origin. It was variously supposed to be a monument of Charles II., George II., and a chance statue of no one in particular, obtained no one knew how. But in 1874, amongst the papers of Viscount Durell, there were discovered accounts of the erection of this statue which set the matter at rest. It appears it was erected in 1751, at public expense, in honour of the reigning sovereign George II. In 1846, in honour of Her Majesty's visit, the statue was coated with gilt, but since then nothing has been done to it, and its neglected condition has become an eyesore if not a disgrace.

Besides the Court House there are but few buildings worth a visit; the PARISH CHURCH faces the entrance to the Royal Square. It is not a remarkably handsome

edifice, but its ivy-covered walls have been standing since 1341. Inside there are a good many monuments, one of the most interesting being to the memory of Major Pierson, by Bacon, the eminent sculptor of his day.

VICTORIA COLLEGE is prettily situated on a hill, and should be visited if only for the views of the town and neighbourhood which its site affords. It was erected to commemorate Her Majesty's visit in 1846. The foundation stone was laid in 1850, and the college was opened in September, 1852.

THE PUBLIC LIBRARY, in Library Place, near the Royal Square, was founded by Rev. Ph. Falle, the historian of Jersey. It contains from 4000 to 5000 volumes; it is open every day. The annual subscription is 5s. per annum, but visitors are allowed to use it for a mere nominal sum.

THE JERSEY HOSPITAL is a large building, situated in Gloucester Street; it answers the purposes of an infirmary as well as that of a poor-house, and it opens its friendly doors to lunatics, and also to the homeless and destitute. It contains also a school for boys and girls.

THE PRISON is a substantial building of Jersey granite, erected at a cost of 19,000*l*. It, also, is situated in Gloucester Street.

FORT REGENT should be visited as affording one of the finest views of the town and neighbourhood. The approach is between two hills at the branching of the roads, one turning leads round the fort into the town, the other to the little village of *Havre des Bas*. The view breaks on one as the hill is mounted, opening up the *Bay of St. Aubin*, about four miles across at the mouth, whilst the *Noirmont Point*, forming the western boundary of the bay, stands out in bold relief. When the ramparts are reached, the view is even more extensive and beautiful. The town and its suburbs, with their numerous villas, lie before you, and on the eastern side the eye ranges over *St. Clement's Bay*, and a large tract of lowland in luxurious cultivation, bounded by the *Castle of Mont Orgueil*. If the day be very clear, the distant towers of the Cathedral of *Coutances*, and a long stretch of the coast of France, may be seen; and to the S. that dangerous reef of rocks, *The Minquiers*, stretch for several leagues across the ocean, reaching almost midway between Jersey and *St. Malo*.

Fort Regent is open to visitors, but tickets must first be obtained from the Government Office. The same ticket also admits to

ELIZABETH CASTLE. Every visitor to the island should see this most interesting historical relic, but it is notorious how many leave without paying it a visit. Unless the tide be low, and ebbing, it is not to be approached across the sands and rocks, and then a boat must be taken.

If the visitor's intended stay be a short one, let him be stirring early, and visit the castle immediately after breakfast. He may then return in time for an excursion to some points in the island. Provided with the pass as before mentioned, the visitor presents himself, when he is taken in charge by, probably, an artilleryman, usually a civil and intelligent guide. The principal gate is at the N. side, and opens upon a wide, grassy level; the walls surround the whole of the little island, which is about a mile in circumference. The main-guard stands on a rock, rising within the castle, and from the higher parts the views over the bay, the town, and Fort Regent are very beautiful. The castle contains two wards, the upper and the lower, the former was built by Elizabeth, the latter during the reign of Charles I., when Charles Fort was added by Sir George Carteret.

From attacks by sea the castle is almost impregnable, but lying under Fort Regent it is at the mercy of that fortification with modern armaments. It was on this fort that the Parliamentarians during the civil war erected a battery to cannonade the castle. For six weeks did Sir G. Carteret gallantly defend his position, but a shell bursting in the powder magazine destroyed forty of the garrison.

In the armoury, a fragment of this shell is still shown; there are also specimens of ancient armour, and a pair of boots worn by Charles II., who resided here. One naturally wonders at the modern blacking which covers these boots, until informed that their forlorn and unrepresentable appearance excited the sympathy of a too-zealous and matter-of-fact soldier who blacked them. It is curious to contrast the relics of ancient warfare with the more modern appliances of Armstrong guns and Shrapnel shells which are here seen.

The castle not only furnished an asylum for Charles and

his brother James, but Hyde, afterwards Lord Clarendon, is said to have written a great portion of his 'History of the Rebellion' within these walls. No traces of the residences of these illustrious residents are now seen; the buildings are supposed to have been pulled down. The governor's drawing-room, and other of the old rooms, are shown: they are now used for stores.

For many years operations were carried on in connection with the breakwater works; a visit to the store, where the dress and appliances of the divers are kept, may be recommended. The warm under garments and heavy outer garments worn by the divers are shown, also the air-pump for supplying the men when at work under water.

Close by to the S.E. of the castle is a high rock, about half-way up which, and built so closely into it as to form part of the rock itself, stands

The HERMITAGE. Here resided the holy man from whose canonized name, St. Helier, the town is called. Tradition says that upwards of a thousand years have passed since this cell was first tenanted, but it is not clear whether St. Helier was the first or last tenant. The apertures for a door and window alone remain, but within the cell there is a cavity in the hollow of the rock, where the holy man slept. Farther up the rock is a small space said to have been the hermit's garden; whatever may have been the success of his horticulture, there can be no doubt the place was a pleasant one for prospect. The story of the old man's martyrdom is thus told:—

"The islanders had been, at a very early date, converted to Christianity by missionaries, who came from Wales into Armorica, now Brittany; but the inhabitants, being few and uncivilized, could but feebly resist the depredations of the Norman pirates. These marauders were not only pagans, but particularly hostile to the Christians. It was in one of these predatory incursions that they seized and massacred this holy man, under circumstances of such aggravated cruelty, as to gain for him the reputation of a martyr and a saint.

"The register of the Cathedral of Coutances records the anniversary of the martyrdom of St. Helier, as being the 17th July; and it is said that a Norman noble, Guillaume de Hamon, in 1125, founded an abbey where

Elizabeth Castle now stands, as an expiation of the guilt which his pagan ancestors had incurred in shedding the blood of the holy man."

One of the prettiest walks from St. Helier is to the VAL DES VAUX, a lovely valley to the N., where, under shade, and surrounded by rural beauties, a very enjoyable time may be spent. A path to the Prince's Tower may be taken, to give variety, and to return by another road.

INSTITUTIONS AND PLACES OF WORSHIP.

Jersey is well provided with charitable institutions. Besides those already mentioned, among the principal are the *Female Penitentiary* (about twenty-four inmates), in Aquila Road; the *Female Orphans' Home*, at Grouville, with about 120 children; the *Industrial Repository*, Belmont Road, which obtains employment for gentlewomen in adverse circumstances, and which disposes of their work.

Nearly all the great religious societies of England have branches here, and many of them have their anniversary sermons and collections when the visitors are most plentiful; the same thoughtful arrangements are made for the various churches and chapels of the town, of which there are a considerable number.

There are twelve parish churches in Jersey, most of them of ancient origin, as the following dates of consecration, extracted from records of the Bishopric of Coutances, will show: St. Brelade's (1111), St. Martin's (1116), St. Clement's (1117), St. Owen's (1130), St. Saviour's (1154), Trinity (1163), St. Peter's (1167), St. Lawrence's (1190), St. John's (1204), Grouville (1322), St. Mary's (1320), St. Helier's (1341).

In St. Helier there are places of worship reflecting almost every phase of religious thought. At the PARISH CHURCH the services on Sunday are at 11 A.M. and 7 P.M., in French, and at 3 in English. At ST. LUKE'S (Plaisance), ST. SIMON'S (Great Union Road), ST. ANDREW'S (Esplanade), ST. MARK'S (David Place), ST. JAMES'S (St. James's Street), ST. PAUL'S (New Street), ST. MATTHEW'S (Millbrook), ALL SAINTS (Parade), the services are all at 11, and at 7 in English, and at the last named there is also a service in French at 3. Among the DISSENTING PLACES OF WORSHIP there will be found the

ENGLISH INDEPENDENT CHAPEL (Victoria Street), services at 11 and 7.

FRENCH INDEPENDENT (Upper Halkett Place), 11 and 6.30.

THE WESLEYAN (Wesley Street), 11 and 6.30.

FRENCH WESLEYAN (Grove Place), 11 and 6.30.

BAPTIST (Grove Street and Royal Crescent), 11 and 6.30.

BIBLE CHRISTIAN (Great Union Road), 11 and 6.30.

PRIMITIVE METHODIST (Aquila Road), 11 and 6.30.

ENGLISH PRESBYTERIAN (Midvale Road), 11 and 7.

NEW JERUSALEM (Victoria Street), 11 and 6.30.

CHRISTIANS' MEETING (Ann Street), 11 and 6.30.

FRIENDS' MEETING (Colomberie), 11, 3, and 6.30.

ENGLISH ROMAN CATHOLIC (Vauxhall), 8.15, 11, and 7.

FRENCH ROMAN CATHOLIC (Upper New Street), 8, 9, 10.30, and 3.

There are Sunday schools connected with most of the churches and chapels.

AMUSEMENTS, &c.

Among the societies of a recreative character may be mentioned: *The Royal Agricultural and Horticultural Society*, *The Royal Channel Islands Yacht Club*, *The Jersey Poultry and Dog Society*, *The National Rifle Association*, and at least seven other rifle clubs, and *The Jersey Swimming Club*, and *The Cæsarean Archery and Croquet Club*.

There are also several clubs: *The Victoria Club*, in Beresford Street; *The Albion*, Halkett Place; *The United Club*, Royal Saloon; *The Jersey New Club*, David Place; *The Jersey Commercial Club*, Grove Place; *The Liberty Club*, New Street.

There are various lodges and orders of masonry, most of which are held at the Masonic Temple, Stopford Road, where there is a Masonic Reading Room and Library.

Among the places of amusement may be reckoned, *The Theatre Royal*, Gloucester Street; *The Queen's Assembly Rooms*, Belmont Road; *The Royal Hall*, Peter Street; *Prince of Wales Assembly Rooms*, Minden Street; *The Lyric Hall*, Cattle Street; *Albert Hall*, Grove Place; *Music Hall*, Museum Street; *Paragon Concert Hall*, Grove Place; and *Imperial Skating Rink*, Stopford Road. Of course, the entertainments at these places vary; some-

times they are better than at others, and these halls are not always open.

We are not to be supposed as recommending any of these places, we only give their names, as showing that those visitors who desire amusement need be at no loss in selecting some.

As it is an advantage before leaving home to know the

POSTAL ARRANGEMENTS of the places one may visit, we may give a few useful particulars.

THE SUMMER SERVICE. The mails arrive daily, except Monday, *viâ* Southampton, and are despatched by the same route daily, except Sunday; supplementary mails are received and despatched *viâ* Weymouth.

Steamers carrying a mail ply regularly between Jersey and France.

Letters are delivered about one hour after the arrival of the mail, and forwarded to their respective districts in the country by mail-cart.

There is a window delivery about one hour after the arrival of the Weymouth boats.

The General Letter Box is open for receipt of letters both day and night; but letters posted after 5.45 A.M. and up to 6.20 A.M., for the mail to England and Guernsey, must have an extra stamp affixed. The charges for Telegrams and Post Office Orders are the same as in England.

SEA BATHING. At the E. end of the town, reached through Queen Street, St. Clement's Bay affords capital bathing. The sands are excellent, machines are abundant and reasonable, and besides there are hot and cold sea-water baths.

PLACES TO BE VISITED.

Having now briefly referred to the various points of interest in the town, it is necessary to describe the other parts of the island that should be visited.

But the first question that arises is, how are these to be reached? This must be answered each one for himself; but certain remarks may help him to arrive at a decision. There are two obvious methods of conveyance—the excursion cars and private carriages. For pedestrians there is of course the simpler, and, let it be said, for a thorough exploration of the many pretty haunts, by far the best mode. Those who travel on foot would do well to make themselves well acquainted with the topography of the district, and to take a compass, for the roads are so many and so intersecting that one may easily go wrong. There are two descriptions of roads, the old and the new, the latter being wide and well-constructed; whilst the former are narrow and allow but of one vehicle passing. It is these that lead down to the lovely little valleys and rivulets that ordinary visitors do not see. It is said there are four hundred miles of roads in the island.

Whilst our remarks will cover nearly all the ground a pedestrian would travel, we shall suppose, for the purposes of our tours, that a vehicle be used.

Carriages can be hired at reasonable rates; one-horse carriages for the day at about 10s. or 12s. and driver's fee, and two-horse ones at 15s. or 17s. and driver's fee. If a long distance is contemplated it is well to have two horses, as the roads are hilly. The day's excursion must be planned in relation to the length of visit; and the number of days that can be devoted to the island having been determined on, the various routes may be arranged accordingly. It should be borne in mind that it would require a long stay to do justice to the many scenes of beauty that open out on all hands, but we cannot lose sight of the fact that the majority of tourists have but little time to spend, and they require to know how best to use it.

Those who cannot afford more time, may obtain a very good general view of the chief scenes in a three days' tour. The principal excursion cars map out the island into three trips: we reproduce a bill of the three daily excursions issued by one of the proprietors. It may be observed that the Monday trip is repeated on Thursday, the Tuesday one on Friday, and the Wednesday one on Saturday.

MONDAY.	TUESDAY.	WEDNESDAY.
St. Saviour's Church. Five Oaks. PRINCE'S TOWER. Peacock Trees. Bouley Bay. TROPICAL GARDENS. ROZEL BAY. Rozel Manor. St. Martin's Ch., 1116. St. Catherine's Bay and Harbour. Druidical Harbour, &c. MONT ORGUEIL CASTLE. Gorey. Grouville Ch., 1322. Pontac. Witches' Rock. St. Clement's Bay, and Home.	Queen's Road. Le Cornu's Nursery. BONNE NUIT BAY. Mont Mado Quarries. St. John's Church, 1204. CREUX DE VIS, or Devil's Hole. Crabbé. La Rondez Valley. GREVE DE LECQ. Rocks and Caves. St. Mary's Church, 1320. Six Roads. St. Lawrence Church, 1199. Mont Cambrai. St. Aubin's Bay. Millbrook, and Home.	First Tower. Bel Royal (the Resi- dence of Charles Second). Beaumont. St. Aubin's. Quennevais. Corbière Rocks. La Rocco Tower. St. Owen's Bay and Pond. L'ÉTAC. Grosnez. PLEMONT. Do. Caves. Vincehelez. St. Owen's Manor. St. Peter's Valley. Vineries. Mainlands, and Home.

We propose, however, to divide the island into excursions for four days, in which all the chief places of interest may be visited. Those who are able to allow of a more extended visit may make any of the principal points resting-places for the night, so as to allow of a more leisurely and thorough examination.

The most popular mode of conveyance is, undoubtedly, the excursion car, of which there are sometimes as many as a dozen on one day. Their advantages may be briefly summed up: their route is generally well defined and printed, so that one knows where he will go; the cars are high, and command a far more extensive view than

small carriages afford (indeed in these latter, except on the box-seat, the prevailing scenery for miles is hedges); the drivers are usually communicative, and have a much better knowledge of the route than the ordinary carriage-driver; and the fare is moderate, never exceeding 2s. 6d. for the day's excursion. If the tourist were alone, we do not hesitate to say that he would learn and see more during the day on the box-seat of a car (but it must be the box-seat, or the one behind the driver) than he would in a carriage.

But there is another side; the tourist may not be alone; he may be accompanied by ladies of his own party, and by many others who must be his travelling companions for the day, and here the disadvantage is felt. Jersey offers attractions other than those which her natural beauties afford; brandy and tobacco are supposed to be cheap, and, as we have seen, living at hotels and boarding-houses is reasonable. Hence it is that the island is visited by a good many who come here for any "spree" that can be had, rather than for any appreciation of the beauties of nature. Jersey at times is rather overrun with these roistering fellows, gentlemen who indulge in loud garments and still louder conversation, and whose excessively jubilant animal spirits may not tend to a keener enjoyment of scenery. It can easily be imagined that a seat beside such buoyant spirits is no more likely to promote intellectual companionship than it is to foster quiet communing with nature.

It may be observed that the miscellaneous nature of the passengers is incidental to such travelling, and that one must make all allowances for the varied temperaments of travellers, and for the exuberance of spirits of people who have come out to enjoy themselves. But the excursion-car system, as at present conducted, has a tendency to encourage the evils complained of, for attached to several of the cars is an institution peculiar, we hope, to the island—a *musical guide*. Now one can understand that a quiet intelligent guide in each car, who would make it his business to point out the varied objects of interest, might be an advantage; but the functions of these musical guides are not so confined. In the first place, there is one often in charge of three or four cars, who favours each with his company as he sees fit, and who seeks to ingratiate himself with the passengers by

jocose familiarity and low buffoonery; for he has to collect the fares at the end of the journey, and his remuneration depends on how the passengers "remember the guide"; hence it is to his interest to make himself *generally agreeable* "en route." But his efforts to please do not end on the cars. Arrived at the stopping-place, he announces and recommends lunch at the hotel, after which the occasion for the display of his musical talents arises. Attached to these hotels is a large room furnished with a piano, and to the accompaniment of this instrument he not only obliges the company with comic and other songs, but he is ready to play for any others who may volunteer. Now is the opportunity for the jovial travellers; those who have any voice, or even those who have not, air the last new music-hall song, and when once the impromptu concert begins there is no end to the talent that offers itself. By-and-by a dance is suggested, and the services of the musical guide are equal to the emergency. All this while, perhaps, there are some of the passengers, who have no such musical or terpsichorean tastes, waiting to return home, but they must stay until the musical guide sees fit. We have known visitors detained for an hour or more, when they were anxious to resume their journey, because of those who found the inside of the hotel, with the attractions of a musical guide, the most enjoyable feature of the day.

We have dwelt somewhat at length on this matter, because it is an important one, and because the excursion car, when properly conducted, is a pleasant and ready way of seeing the island. That the objectionable feature is not necessary, it may be stated that the musical guide is a genius unknown in Guernsey, as this is altogether a quieter resort, and less affected by the class of visitors whose predilections we have briefly hinted at.

As we have stated our purpose to divide the island into four excursions, it will be supposed that a private carriage be engaged; but we may first indicate the routes of the two railways that now traverse the coast.

The JERSEY EASTERN RAILWAY STATION is at SNOW HILL; its other terminus is at GOREY (6m.). Between these are seven intermediate stations: *George Town, Saumarez, Le Hocq, Pontac, La Roque, Les Marais, and Grouville*. The ride is a picturesque one, with a peep of the sea at Pontac. Near La Roque, Mount Orgueil

Castle comes into view, and also the coast of France. This line is much frequented by pleasure seekers, who frequent the gardens of

PONTAC, which have been laid out under the superintendence of Mr. Gibson, of Battersea Park. There is a maze, after the model of Hampton Court, and during the season there are all fresco amusements in the day and through the evening. GROUVILLE is the station for the racecourse, when the meetings are held, and also for the rifle-butta.

The ST. HELIER AND ST. AUBIN'S RAILWAY has its terminus near the weighbridge at St. Helier, and stations along the bay at *Cheapside*, the *First Tower*, *Millbrook*, *Beaumont*, and *St. Aubin's* (3m.). The line is convenient for those who wish to bathe.

EXCURSIONS.

EXCURSION I.

ITINERARY.

	Miles.
St. Aubin's Pier	3 $\frac{1}{2}$
St. Brelade's Church	5 $\frac{1}{2}$
St. Peter's Church	4 $\frac{1}{2}$

First Tower—Bel Royal—Millbrook—St. Matthew's—St. Aubin's—St. Brelade's Bay and Church—Fishermen's Chapel—Noirmont Point—Portelet Bay—Janvrin's Tower—The Quennevais—St. Peter's—Vineries—Beaumont Hill.

Our first excursion will be in the direction of the railway, but the ride by carriage will enable one to see more *en route*. The first village is **FIRST TOWER**; near here is *Bel Royal*, the house where Charles II. lived.

MILLBROOK, the next village, possesses a house of another kind of notoriety, where Manning, the murderer, was captured. The ride now becomes very picturesque; to the left is the wide expanse of sea, with the graceful curve of the bay; to the right are numerous pretty villas and cottages, most of them embowered in vegetation, and commanding a sea view.

About half-way to St. Aubin's is **ST. MATTHEW'S CHURCH**, in the parish of St. Peter. Along the road are here and there some very desirable houses, where lodgings may be obtained; and certainly a very pleasant sojourn might well be made. The prospect is most charming; to the right stretches out *Noirmont Point*, to the left *Elizabeth Castle* rises from the sea, and *Fort Regent* crowns the height, whilst in front is a stretch of beautiful sand. Lovely walks can be had in various directions, and St. Helier is within a short distance by rail.

ST. AUBIN'S, a quaint, quiet, picturesque little seaport, without the unpleasant accompaniments of a maritime resort. It possesses a market-place and a chapel of ease. A walk, that will lead to a view of panoramic loveliness, may be taken by the road to the Noirmont signal-post, along the beach road past Bulwark House. Just above

the gate marked *private*, leading to Noirmont House, a footway through the furze on the left hand should be followed till it reaches the high road. Descend the latter for some 30 yards towards St. Aubin's, till a hand-gate on the right of the road is reached, and then the view spreads itself out in all its lovely combination of land and sea, of town and country.

The *National School* claims notice on account of the substantial nature of the building; the foundation stone was laid by the Bishop of Winchester, in whose diocese the Channel Islands are situated. Mounting the hill, the view becomes enlarged, for *St. Brelade's Bay* opens up, whilst the eye commands the entire sweep of St Aubin's on the left.

ST. BRELADE. The chief object of interest is the Church, prettily situated close to the sea; it is said to be the oldest in the island. Of the original structure (1111), the pillars and roof remain, though even from the latter they seem to have tried to whitewash away all signs of antiquity, in a commendable though misdirected attempt to preserve it. Close by, on a narrow neck of land, is the FISHERMEN'S CHAPEL, said to be the oldest sacred building in the island (786). Some frescoes are still visible, but in appearance it is now little more than a barn. The churchyard will strike one as a singularly "quiet resting-place," with the sea moaning its requiems close by. A mournful interest attaches to the churchyard, by reason of the number of young children who lie buried there. Some sad and touching epitaphs record their death. One is in memory of a mother, age 39, who died in giving birth to her fifteenth child. The Rectory is a very snug, pretty residence, where the good rector has resided in charge of the parish upwards of fifty years.

If vehicles have been used to reach St. Brelade, they should now be left, in order to walk to LA MOYE POINT. There is a path up the hill by the sea, leaving the church on the left. Not far from *La Moie Signal Post*, from which the approach of the mails and other ships is signalled to St. Helier, there are two caves; the roof of one of them has fallen in, the other is, perhaps, the largest in the island. The cave can be best approached by sea, but is accessible from the land when the tide is low. Retracing one's steps, the carriage may again be taken.

After ascending the hill, the second turning to the right brings one to the four cross roads; the turning to the right leads to *Portelet Bay*. This was the old quarantine ground. A merchant of the name of Janvrin, after escaping the perils of the sea, brought with the crew the seeds of the plague. One by one they died; Janvrin was the last to succumb, and he was buried near the spot which is now named JANVRIN'S TOWER. On another rock, only approachable at low water, is a martello tower, commanding the western entrance to St. Aubin's Bay.

Half-way up this cliff is *La Moie House*, the ancient manorial residence of the Seigneur of Noirmont. To the westward, above St. Brelade's Bay, is a large, desolate, and sandy district, known as the QUENNEVAIS. This once fertile region has been rendered barren through immense deposits of sand which hurricanes have blown over it; in many places there is a depth of 25 feet of sand. This much is fact, but how to account for it is not so easy. Legendary tradition, which is generally ready to explain everything, and is peculiarly accommodating in Jersey, says that in 1495 four Spanish vessels were wrecked on the rocks in the vicinity of the Corbière, and that the crew of only one ship got to shore. Here, however, they met with a poor welcome, for the natives robbed them of all they had saved. Divine vengeance asserted itself, and punished the inhospitable wretches by covering their land with whirlwinds of sand, and thus destroying all their agriculture. At all events, there is still below the deposit a rich subsoil, which must, once upon a time, have been very productive.

On the left (1m.), *St. Peter's Barracks* are passed; they were built during the war, but are now generally unused.

ST. PETER'S CHURCH has no particular points of interest, except that it has the loftiest spire of any in the island. Indeed, generally, the churches are singularly plain and uninteresting. But here again a good word must be said for the schools which are located in a well-appointed building, and it says something for the intelligence and public spirit of the inhabitants, that often in parishes where the population can be but sparse and scattered, they have made a point of providing excellent schoolroom accommodation.

St. Peter's is noted for its vineries. *Asplet's* is open to visitors, who are conducted round by the proprietor, or

some of his men. Here are 400 feet of vinery, on which are grown, sometimes, as much as 26 cwt. of grapes in the year. They ripen from June to Christmas, and are sent to Covent Garden, Glasgow, and even Paris. Here may be purchased grapes at 1s. 6d. a pound, or Muscats of delicious flavour at 3s. Paper bags containing a shilling's worth are kept ready for visitors.

In this parish is to be seen the only sign-post in the island.

If the visitor can but spare three days for a tour of the island, and is naturally anxious to see as much as possible, so as to get a general idea of the various routes, he may extend the first excursion by so much of the fourth, as includes the places between St. Peter's and Grève de Lecq; but as the district already described will well absorb a whole day, St. Peter's may be made the limit, and from thence, by a direct road, the brow of *Beaumont Hill* is reached, which affords a more extensive view over St. Aubin's Bay than any yet obtained. The road enters the main road to St. Helier at a point about 3m. therefrom.

EXCURSION II.

ITINERARY.

	Miles.
St. Clement's Church	2½
Grouville Church	3
Mont Orgueil	4½

Saumarez, Cromlech—Rocbert—St. Clement's Bay—Pontac—St. Clement's Church—Grouville Church—Gorey—Mont Orgueil Castle—Grouville Bay—St. Catherine's Bay—Geoffrey's Leap—Anne Port—Druids' Temple—The Prince's Tower.

The route eastward, past St. Luke's Church and the Baths, leads into the road which skirts St. Clement's Bay. The first object of interest is the seignorial MANSION OF SAUMAREZ, with its charming grounds, the property of Edward Maurant, M.A., jurat of the Royal Court. To the E. of the Manor, though not visible from the road, is a CROMLECH, well preserved, in a large field. It may be hardly worth while, unless on foot, to visit it, as there are other and better specimens which will lie *en route*.

ROCBERT, or the WITCHES' ROCK, used formerly to stand in the middle of a field, but advancing civilization has enclosed it now in the private grounds of Mr. Westaway, and robbed it of much of its interest and all of its terrors. More dread than any such rocks are those that line ST. CLEMENT'S BAY, and which at low water expose their cruel forms in all their nakedness. Here many a brave ship has foundered, and many a gallant life been lost. But their locality is marked by some prominent rocks, even at high water. On the right is the isle of *La Motte*, beyond is the *Tower of Echo*, to the left some 3m. out to sea, off *La Roque Point*, is *Seymour Tower*.

THE VILLAGE OF PONTAC not only affords the amusement of its gardens, but also that of catching sand-eels on summer evenings. Formerly they were very plentiful, and parties made excursions on moonlight nights to catch them, but they are not nearly so abundant now.

ST. CLEMENT'S CHURCH was consecrated in 1117, but beyond its antiquity it has but little interest.

GROUVILLE CHURCH (1322) is the centre of a picturesque village, with pretty cottages, gay with flowers. Trees overhang the road, and the general aspect is one of quiet beauty. In the churchyard are the tombs of some of the grenadiers who fell in the defence of the island. Emerging from the village, a prospect of quite another order comes into view ; on the right is the sea, free from any of the rocks encountered farther back, and rising in all its majesty over the little port and harbour of *Gorey* stands *Mont Orgueil Castle*.

Races are held at *Gorey*, which have considerable local reputation. It has been urged that these races have improved the breed of horses, but whether this is a mere pretext in defence of a sport that has little to commend it, we will not pretend to say. If the traveller judged by the appearance of horses destined to convey him round the island he would not be very sanguine of a rapid transit, but the Jersey horses are good ones to go, whatever they may be to look at. It is said that in 1800, the English Government having occasion to engage the services of a body of Russians, deemed it prudent to quarter them in the island, where they remained some time, and that the Jersey horses now retain traces of the Cossack cross breed.

GOREY

has obtained a repute from its oyster fishery, which mainly contributes to the prosperity of the place. Though dignified as a town, it has but one street, and there are but few houses of much pretension. To visitors its chief interest lies in the fact that here is situated

MONT ORGUEIL CASTLE.

It stands on the summit of a rocky headland, which juts into the sea, stretching its walls and mounds inland, along the neck of land that connects the rock with the mainland. Seen from the land or sea, it is a most imposing ruin, and one which, from its position and from the historic interest that invests it, should be by all means visited. Indeed, whatever else may remain unvisited, the castle should be seen, and if the visitor had but one day at his command he would do well to include this in his day's tour.

The castle is reached from the back of the hotel, and when the ascent has been made a glorious prospect unfolds itself. On the right lies *Grouville Bay*, whilst on the left is *St. Catherine's Bay*; below, nestling under its walls, lies the village, with its tiny harbour; beyond is a vast ocean stretch, with the coast of France on the horizon, and if the day be clear the spire of the Cathedral of Coutances may be seen. The visitor is cautioned not to go over the castle in company with a number of excursionists under the care of a musical guide, but to secure the services of a lad who is on the spot, and who shows the principal points to be seen.

Falle, the Jersey historian, invests the castle with great interest from various historical sources and many local traditions. Its foundation has been attributed to Julius Cæsar, but its origin and builder are alike unknown. It is supposed to have been erected by some of the contemporaries of Henry II., as was the Abbey of St. Helier, in the twelfth century; and it was a place of some consequence in the reign of King John, who strengthened and enlarged its fortifications. Many notable men have been residents here, but the chief historical interest centres round the period of the Commonwealth. In the reign of Charles I., the Puritan

Prynne was confined here. His cell is still shown; it is miserably narrow and confined, with but one small slit through which the light was admitted. One tries to realize the misery of a term of imprisonment for three years in such a dungeon as this. But Prynne must have had the severity of his incarceration considerably relaxed; whilst here, he composed his poem entitled 'A Poetic Description of Mont Orgueil Castle, in the Isle of Jersey; interlaced with some brief meditations from its rocky, steep, and lofty situation,' which he could scarcely have done had his experience been limited to the four walls of his dungeon. Indeed, it is recorded that through the humane attentions of Sir Philip Carteret, in charge of the castle, Prynne so far relaxed his principles as to join in games of cards with Lady de Carteret, and her daughters, one of whom played her cards so well as to induce him to dedicate his poem to

"Sweet mistress Douce, fair Margaret,
Prime flower of the House of Carteret."

Charles II. found a refuge here for several months, and his apartments are shown, together with the room occupied by his suite, the kitchen, and the wine cellar. The *salle-port* from which he escaped to France is pointed out.

At a later period the Duke of Bouillon, Rear-Admiral d'Auvergne, resided here during the French Revolution, and made several improvements in the apartments.

The ruins of *St. George's Chapel* still exist, and the crypt underneath. In this latter is preserved what is left of a figure of the Virgin, found in the banquetting hall nearly a hundred years since. With shame it must be recorded that the head and feet and parts of the body have been taken away by Vandals of visitors, whose snobbish peculations were not restrained by the protection of a glass case in which the relic was placed.

The remains of a prison are still seen, in which offenders were confined before the erection of the old jail at St. Helier. A stone seat is preserved on which the administrators of justice sat; and a part of the beam of a gallows indicates that the sentences they sometimes pronounced were of the severest type.

There is a well sunk in the solid rock, of a great depth, to test which it seems to be the proper thing to drop down a stone.

No charge is made for admission to the castle, but the visitor has the opportunity of inscribing his name in a book (though it is not absolutely required), and he may or may not purchase of the attendant sundry photographic reminiscences of this interesting place.

Instead of returning by Grouville, a good road will take the carriage on towards *Anne Port*. After leaving the castle by the principal entrance, at the edge of the cliff a rock is seen projecting into the sea, called

GEOFFREY'S LEAP.

There are many stories connected with this rock, the most probable of which connect it with some individual of that name, who, for some reason or other, made the jump to this rock and thus saved his life. Older tradition asserts that from this rock criminals were thrown into the sea. A slight ascent leads to

ANNE PORT, the smallest bay in the island, but affording an extensive view. Near this, in a field, stands a DRUIDS' TEMPLE, which should be visited without fail. Drivers of vehicles generally attach but little importance to such remains, and would not, if left to themselves, take visitors to them, but a slight detour from the most frequented road leads to the field. This relic is the most perfect now remaining in the island. Poingdestre, an historian in the early part of the eighteenth century, enumerates upwards of fifty poquelays, counted by himself, in the island; but this one, and another near St. Owen, are the only two specimens left, the rest probably having fallen a prey to the utilitarian spirit of an age which would not hesitate to remove stones, however ancient, to make or mend any modern building, however insignificant.

This cromlech is in the shape of a horseshoe, composed of nine stones supporting a flat one, which measures 15 feet in length by 10 in breadth and 3 in thickness; it weighs about 20 tons. Some years since there were found, by excavation, three skeletons, two males and a female, without heads; the bones indicated small stature; two of the skeletons were in stone coffins. There were also found children's bones, earthen vases, and some Druidical implements. It is supposed that further excavations might result in more discoveries. The stone approach to this cromlech is well marked.

Taking the road westward, instead of the one leading to St. Catherine's Bay, a pleasant ride of from two to three miles brings one to

The PRINCE'S TOWER, or LA HOGUE BIE, as it is still called. This is, perhaps, of all others the spot most frequented by visitors. The rollicking tourist, to whom reference has been made as not being attracted to the island mainly by its natural beauties, must, of necessity, visit the Prince's Tower, however short his stay may be, for here are pleasure grounds, with swings, dancing, and other al fresco amusements, and tea gardens on a large scale.

On the occasion of a fête, as many as 1400 persons have paid 6*d.* for admission, and fully 700 have been accommodated with tea in these grounds on one afternoon. It is manifestly worth mine host's while to do all he can to retain such a company on his premises so long as possible; and perhaps the very attractions that detain the many serve but to hasten the departure of the few, who deem these the least inviting part of a visit to this place.

The tower should be ascended for the extensive view it affords. Situated in the centre of the eastern half of the island, the panorama it unfolds is far grander than its insignificant elevation might lead one to expect. The whole island lies before one, with its verdant scenery fringed by the sea, and its bays everywhere nestling under picturesque uplands. Perhaps nowhere else does the eye take in so extensive and pleasing a view of the island.

In the chapel of the tower may be seen the portraits of the Lord of Hambye and his wife, whose story lends an historic interest to the place.

"In the *Livre Noir de Couëtances*, the legend runs that a large serpent, or dragon, infested the marsh of St. Lawrence, devoured all within its range, and threatened to depopulate the island; when a valiant Norman knight, the Lord of Hambye, a Hercules in strength, and a lion in courage, hearing of the terror inspired by the monster, resolved to encounter and slay it. He came from the continent attended by his hitherto trusty squire. He found and he slew the dragon; some say he was suffocated by its pestilential breath; others, that while he slept, exhausted with the fight, his squire murdered him. At all events De Hambye was no more, and the squire returned to Normandy, told the widowed lady that her

lord had been killed by the monster, and that he had bade him be the bearer of his dying request that she would bestow her hand on his trusty servant. The credulous lady was deceived into compliance, but the murderer, conscience stricken, could find no happiness in his prosperity, and either in his dreams or in a fit of delirium he confessed his crime, and after a judicial inquiry, and on admission of his guilt, he suffered the punishment justly due to his sins. The widow, as a proof of conjugal affection, caused a mound of earth to be raised on the spot where her lord lay buried, and on the summit of it a chapel, at such an elevation that she might be able to see it from her own castle at Coûtances."

But La Hogue Bie has a more modern and authentic, if less romantic, history connected with it.

"About the end of the last century it was purchased by Philip d'Auvergne, a native of Jersey, who enlarged the chapel and built a tower above it. He was born in 1754, of an ancient and honourable family; he was brought up in the navy, and was taken prisoner during the war, and removed to France. The similarity of his name to that of the Duke d'Auvergne excited the curiosity of that prince; and the young and accomplished Jerseyman so ingratiated himself that, conceiving he might belong to a branch of his own family, and having only one son, an idiot, the duke adopted him as his heir. The duke and his son having both died during the French Revolution, Philip d'Auvergne became the Duke de Bouillon. In 1805 he was made a British rear-admiral, thus exhibiting the singular anomaly of a peer of France and British admiral combined in one individual. Having been appointed to the naval command in Jersey, he resided for several years in Mont Orgueil Castle, whence, considering himself closely allied to France, and being a staunch royalist, he assisted in and directed some of the most delicate operations during the civil war in La Vendée. This excited the animosity of Bonaparte, and on repairing to Paris, in 1803, for the recovery of his inheritance, he was arrested, and, after being treated with every indignity, was ordered by the First Consul to quit France within twenty-four hours. After the restoration of Louis XVIII. he was temporarily put in possession of his duchy, but deprived of it the year following by the Congress of Vienna, and, retiring to London, he died of

a broken heart in 1816. The duchy of Bouillon was given to Prince Charles de Rohan, a descendant of the old duke in the female line."

A pretty drive of about three miles, and St. Helier is reached.

EXCURSION III.

ITINERARY.

	Miles.
St. Saviour's Church	1 $\frac{1}{4}$
St. Martin's Church	3 $\frac{1}{4}$
Rozel Bay	5 $\frac{1}{4}$
Trinity Church	3 $\frac{1}{4}$
St. John's Church	5 $\frac{1}{4}$

Government House—St. Saviour's Church—St. Martin's Church—St. Catherine's Bay—Archirondel Tower—Verclut—Ecrehos, Drouilles and Paternosters—Rozel—La Chaire—The Couperon—Trinity Church—La Petite Césarée—Bouley Bay—St. John's Church—Bonne Nuit—Mont Mado Quarries.

Leaving the town again by St. Saviour's Road, past many pretty villas and well-appointed residences, leaving *Government House* on the left, at whose lodge stands a sentry on guard,

ST. SAVIOUR'S CHURCH (1154) is reached. Though there is nothing remarkable about the church, a halt should be made to visit the cemetery, from which a beautiful view of the town and St. Aubin's Bay is obtained. In this parish is the Free School of St. Manelier, or St. Magloire, founded by Henry VII. Near this spot there stood a rocking-stone of great size, but it was first overturned and afterwards used for building.

ST. MARTIN'S CHURCH, like its neighbouring churches, is devoid of interest; there is one distinguishing circumstance connected with this church, that it has the best living of any in the rural parishes.

About a mile from the church the road leads through a valley to

ST. CATHERINE'S BAY. At the southern point stands ARCHIRONDEL TOWER, and at its northern end is a lofty point of land called VERCLUT. Here is obtained the best view of the bay, and here is the breakwater built by the English government; about midway between this coast and France may be seen a ridge of rocks, bearing the name of ECREHOS, DROUILLES, and PATERNOSTERS, many of which are

never covered by the tide. The largest has some dwellings on it, though no one now lives there.

It has the ruins of an old chapel dedicated to the Virgin Mary, and said to have been erected by a Norman lord for prayers to be offered for the salvation of King John. The soundings between these rocks and the Jersey coast are so deep as entirely to repudiate the tradition that the latter was ever united to France. At this point, westward, are

THE PARK AND MANOR HOUSE OF ROZEL,

the seat of the Rev. Wm. Lemprière, M.A. This domain is held from the sovereign by fealty and homage; it is one of the five great fiefs of the island.

ROZEL BAY

is reached by pedestrians by a path cut out of the natural rocks which overhang it. It would be well, even for those who had ridden up to this point, to leave their carriages and take this path by the sea. Rozel is generally made a resting-place, so that carriages and company may be rejoined at the bottom. The main road is also pretty, for the approaches to Rozel Bay are clothed with foliage, and the sea breaks on the view in charming beauty. ROZEL is a little fishing-station, with a harbour, and a barracks where a few soldiers are stationed. Rozel is a great resort for picnics, and here the excursion cars stop for lunch, and whatever may follow. For this reason a short halt only may be desirable, but occasion should be taken to visit the tropical gardens of LA CHAIRE, formerly the residence of Mr. Samuel Curtis, who took advantage of the sheltered position and salubrious climate to bring his garden and grounds to great perfection. *La Chaire* is now inhabited by his daughter, Mrs. Fothergill, who very kindly throws her grounds open to visitors, with the understanding that they keep to the right paths for entry and exit. From a rock at the top of the grounds a good view of the bay, and one of a lovely little valley running inland, is obtained.

Near Rozel, to the right, is a cliff called

THE COUPERON,

where are the remains of a cromlech; the stones that

formed the ring and those which lead to it may still be seen. Westward is

TRINITY CHURCH (1163),

near which are the remains of an entrenchment called

LA PETITE CÉSARÉE, or CÆSAR'S WELL,

but there seem to be no reliable data as to its history, nor why it has been called after the Roman emperor.

Before reaching the church a road leads to

BOULEY BAY,

remarkable for its bold scenery.

From the cliffs may be seen the sister isles of Guernsey, Alderney, and Sark, as well as the coast of France. The bay is flanked by steep cliffs, terminating on one side in a promontory called *Rozel Tower*, and on the other in one called *Vicart Point*.

The depth of water in the bay is greater than in any other part of the coast of Jersey; and here it would have been better to build a breakwater and harbour of refuge than in the neighbouring bay of St. Catherine. A winding path leads to the beach, which the visitor should take if he has time, as it will enable him to notice the curious variety of compact felspar, tinged with green; and if he have no leaning towards geology, he may like to explore some of the caves of which there are many.

ST. JOHN'S CHURCH,

the most northerly church in the island, possesses no point worthy of note. Near the church a road leads down to the

BAY AND HARBOUR OF BONNE NUIT.

The headland commands a view of the bay and of *Gifford Harbour and Bay*, and the descent by the side of the hill reveals the usual beauties of the Jersey coast, only the water is perhaps more deeply blue than in most of the bays.

Not far from the church are

THE MOUNT MADO QUARRIES,

which have been worked successfully for very many years. The granite is highly prized for building pur-

poses. Windmills will be observed in connection with the works; these are for pumping water.

The homeward route past Trinity Church affords a view over *Trinity Manor*, whose tastefully laid-out grounds are among the prettiest in the island.

The visitor will be impressed by the substantial nature of the farmhouses, and will, perhaps, notice various devices cut in the stone over the door. In some cases two hearts are entwined, with initials of the surnames of the husband and wife—an indication that frequent changes of residence are not contemplated nor common.

EXCURSION IV.

ITINERARY.

	Miles.
St. Peter's Church	4 $\frac{1}{2}$
St. Owen's Church	6 $\frac{1}{2}$
Grève de Lecq	7 $\frac{1}{2}$
St. Lawrence Church	3 $\frac{1}{4}$

St. Peter's Valley — St. Owen's Bay — L'Étac — Grosnez — Grève-au-Lançon — Plemont Point — St. Owen's Church — St. Owen's Manor House — Grève de Lecq — Creux de Vis — St. Mary's — St. Lawrence.

Perhaps the visitor is disappointed that, amid the natural beauties of the island, there is so little luxuriant vegetation and sylvan scenery. Jersey has been compared with Devonshire, but it must be confessed that Jersey is wanting generally in all that wealth of rich foliage and leafy shade which give to the western county its peculiar charm. But of all the districts in Jersey,

ST. PETER'S VALLEY is one of the richest in vegetation, and a ride or walk through it must on no account be missed. Rich meadows watered by smiling rivulets, well-cultivated cornfields, and fruitful orchards, cosy farmhouses and cottages make up quite a picture of English rural landscape. The road is quite a steep ascent in some parts to St. Peter's Church.

In this parish is the old Foundation School of St. Athanasius, or St. Anatase, established in the reign of Henry VII.

Westward the road leads to

ST. OWEN'S BAY,

the largest on the coast, extending 5m. across. Towards

the S. there is a rock called *La Rocco*, near which is the only safe anchorage in the bay.

Tradition says that "the greater part of this extensive bay was once a fertile valley, with a forest of oaks; and trunks of trees are discovered after violent storms, still clinging to the rocks by their roots. The remains of stone buildings are sometimes seen, and there is a bed of peat beneath the sands." In the centre of the bay, and close to the shore, there is a large sheet of fresh water, known as *St. Owen's Pond*. It was, no doubt, originally an inland lake, and it is said to have contained very large carp, now extinct.

St. Owen's Bay has some historic associations. Here Admiral Blake, sent by Cromwell with a large fleet to reduce the island, after having been repulsed by Sir George de Carteret and his little band of followers, eventually effected a landing. Here, in 1779, a French expedition, under the Prince of Nassau, made its appearance; but after a vain attempt to land, it sailed for St. Brelade's Bay, and, through some interruption, made off during the night.

At the northern extremity of the bay is the village of L'ÉTAC.

The road now ascends, amid grand and wild scenery, till

GROSNEZ

is reached, at the extreme N.W. extremity of the island. Here are ruins called *Grosnez Castle*, consisting only of a ruined archway. Underneath is a cave, which was discovered accidentally by some labourers when working at a quarry. *Cape Grosnez* and *Plemont Point* mark the extremities of GRÈVE-AU-LANÇON, a bay which, though but small, being less than a mile across, should be visited for the sake of its bold cliffs and for the numerous caves and recesses. These are best approached from

PLEMONT POINT,

where there is a good hotel with every accommodation for visitors.

The descent is by no means dangerous, though toilsome. A path cut on the side of the hill leads to the bottom, where the fine sands invite adventure and discovery. The electric telegraph cable to England runs out at this

point. There are several caves, but there is one much larger than the rest. At times it is filled with a vapour which is anything but agreeable. After the ascent is made, nothing is more refreshing than to rest at the top on the green sward, and enjoy the glorious prospect that lies before one.

The steeple of

ST. OWEN'S CHURCH

reminds the visitor that this village and neighbourhood have not yet been seen. The church itself (1130) is one of the few worth a visit, chiefly because it bears marks of having been built at two distinct periods, one part being much older than the other. It might not be worth stopping to see, entirely on its own account, but the ancient

MANOR HOUSE

must not be omitted.

There are numerous most interesting incidents and traditions connected with St. Owen's manor, the venerable abode of the De Carterets. We learn from Falle that Renant de Carteret was one of the Norman barons who attended Duke Robert, the son of the Conqueror, in the first Crusade, about the year 1101. A century after this the De Carterets deserted their estates in Normandy to follow the fortunes of King John, when they settled in Jersey, and became possessors of St. Owen's Manor, and from that period, till the restoration of Charles II., this noble family was closely connected with the history of Jersey.

The entrance to this castellated mansion is through a narrow, arched gateway, overgrown with ivy, bearing the arms of the De Carterets, and on each side those of the Barentins and the Powlets, with whom the former were allied. The present building consists of two different erections—the old feudal dwelling and the more modern wings; the latter, which project in front, are not of older date than the time of Charles II. The centre is all that remains of the ancient castle, which is said to have been a strongly fortified place, surrounded by a moat and drawbridge; but all this has been long suffered to fall into decay, and many dilapidated outbuildings and broken defences give to the whole place a deserted aspect.

THE INTERIOR OF THE MANSION.

"On entering through a low oaken door, which seems to have remained unchanged for ages, what thoughts do there crowd into the mind! It was through that door that the noble owner of this mansion returned, after having driven back the Constable Du Guesclin from the walls of Mont Orgueil Castle. It was there that the heroic Philip de Carteret defended half of the island for six years against the attacks of the Count de Maulevrier; and there that the celebrated Margaret de Harliston, the subsequent mother of twenty sons, entered with her husband on their bridal morn; and, to complete the list of pleasing recollections, it was there that Charles II., when a proscribed and persecuted exile, received the hospitality of a brave and faithful subject.

"The door opens in a spacious hall, at the bottom of which is a large oaken staircase, which for its antiquity and high preservation has nothing to equal it in the island. The railing is of carved oak, and particularly elegant. From this hall, there are doors which open into several spacious rooms. On the right-hand side, going up the staircase, there hangs the picture of a large and spirited horse, in the background of which there is a sketch of St. Owen's Manor, such as it may be supposed to have been before the most recent addition of its present wings. It is not known by whom it was painted, or at what time, though it is much less ancient than the circumstance to which it refers, which happened in the fifteenth century, while the Count de Maulevrier had the partial occupation of the island.

"The story rests on a tradition that the then seigneur of St. Owen's had gone out one day to fish in the pond, or rather small lake, which lies close to the beach of St. Owen's Bay. While thus employed, he was surprised by a French party, whom he had not perceived coming along the sands, below high-water mark. He had, nevertheless, time and presence of mind enough to mount his horse and gallop away from his pursuers. Being, however, closely pressed before and behind, he had no other resource left than to take a desperate leap over a deep, hollow lane, between two high banks. The noble-spirited animal, rallying all his strength, succeeded in this extraordinary attempt, and saved his master's liberty, if

not his life. As to the pursuers, they either dared not to venture on the perilous leap, or else they failed in the attempt. The lord reached in safety the gate of his manorial mansion, but the spirits and the life-blood of the generous courser had been expended in the disproportionate exertion. He sank under his lord as he alighted, and gasped his last. Such is the tradition; it is possible that it may have been embellished and exaggerated, but there is every probability that the substance of it is true.”*

The Philip de Carteret thus rescued from the capture of his enemies was the father-in-law of Margaret de Harliston, the celebrated Lady of St. Owen, whose heroic conduct forms such an interesting episode in the traditional history of Jersey. Thus runs the legend of

THE LADY OF ST. OWEN.

“In the reign of Henry VII., one Mathew Baker was appointed governor, or ‘capitaine,’ of Jersey, a tyrannical and malicious man, who practised all kinds of extortion on the poor islanders, and was more than once summoned before the court by the Seigneur of St. Owen, to whom the oppressed people appealed for redress. This caused a deadly enmity between Baker and De Carteret, but as the latter was a noble and upright man, and the governor could find no pretext for an open quarrel, he sought to ruin him by a secret and villainous stratagem.

“He wrote a letter in the name of Sir Philip de Carteret to certain nobles of Normandy, offering to betray the island to the French upon certain conditions. This letter Baker threw into a dry ditch near Longueville, a spot which he passed daily in going from the castle to St. Helier, and causing one of his followers to pick it up, he rode straightway to the Royal Court, and proclaimed the Seigneur of St. Owen a traitor to his king and country.

“The bailiff of the island, one Clement le Hardy, was a tool of the governor, and gave ready credence to the charge. The retainer, also, who had picked up the letter, by name Roger le Boutillier, was a bold, bad man, whom Sir Philip had once saved from being hanged, and he basely supported the charge, offering to give battle to the accused as a false traitor. Sir Philip de Carteret was seized and thrown into a dungeon of Mont Orgueil

* Durell's ‘Historical Sketch of Jersey.’

Castle; Le Boutillier was also sent there, to abide until St. Lawrence's Day, 1494, the day fixed for this mortal combat, with this difference, that while Le Boutillier was well fed and had liberty throughout the castle, the noble knight was closely imprisoned, and life scarcely sustained by coarse and scanty food.

"In the meantime, the governor, to secure his prey, started for London, to lay his story before the king in council, first issuing an order, jointly with the bailiff, that no vessel or boat should leave the island without a special permit, lest any of De Carteret's friends should be beforehand with him, and defeat his schemes.

"At this time, Margaret de Harliston, the young wife of Philip de Carteret, was at Grosnez Castle, confined with her first child. She heard that her husband was a prisoner, accused by the tyrant governor of treason to his king—he, the faithful, loyal De Carteret, who had fought at his father's and her father's side for the defence of the land when the French had invaded it under De Brezé—he, accused of such foul treason by his greatest enemy, without one friend in the island bold enough to raise a voice or a hand to help him! This was enough to rouse a true-hearted woman and a fond wife to immediate action. She rose from her couch, and, as the old chronicle says, '*Se confiant totalement en Dieu, qui est la vraye supporte des pauvres affligés,*' she left her little boy, scarcely a week old, and alone with one of her boatmen, she crossed the sea on a dark and stormy night, resolved to defend her husband's honour before the king in person.

"She arrived safely in Guernsey, where she learnt that the governor, Baker, had just passed on to England, accompanied by one William de Beauvoir, a friend of De Carteret. She set sail immediately after him, and through great peril arrived at Poole, whilst Baker was still in that town, and even on the very quay, where she would have surely been discovered, had not, by the mercy of God, a storm of hail and wind driven the governor and his attendants to seek for shelter, during which the Lady of St. Owen was safely landed and hospitably received in secret by a gentleman named De Havilland.

"Unmindful of her great fatigue, this noble lady would not rest, but as soon as possible she mounted a horse and rode to Salisbury, thence without delay to London,

and being kindly protected by Dr. Fox, then Bishop of Winchester, who was a Member of the Privy Council, and in great esteem at court, she obtained an early audience of the king, pleading, with all the eloquence of woman's love, that her husband should have a fair hearing, and reminding the king of his many and tried services, and unblemished fame. Henry minutely investigated the case, and granted an order for her husband's instant release, without waiting for the governor's accusation. Scarcely had Margaret left the royal presence, when she met the astonished governor on the stairs, who did not recover from his surprise before he was ushered into the council chamber, and overwhelmed with reproaches and disgrace.

"The Lady of St. Owen, hastening back to Jersey with her kind friend De Beauvoir, arrived there the night before St. Lawrence's Day, just in time to save her husband from a certain and treacherous death, for the cowardly villain, Le Boutillier, had caused pitfalls to be dug on the ground appointed for the combat, so that his opponent might fall unawares and he be assured of the victory.

"Matthew Baker was speedily removed from the government of Jersey, and was succeeded by Thomas Audrey, a good and loving friend to Sir Philip de Carteret, and his son after him. The Lady of St. Owen, after living in great happiness with her noble husband for many years, was left a widow, with eleven sons, who all rose to honours, some in their native island, some at the English Court."—*Dally*.

GRÈVE DE LECQ.

This is one of the pleasantest of all the trips; and for a whole day's picnic, perhaps no place in the island could be preferred. There is a good hotel, which makes ample provision for visitors; in fact, this is one of the chief stopping-places of the cars; it may be wise, therefore, to come prepared, if quiet and privacy be desired.

It will be necessary to get a guide to the principal cavern, the approach to which is not easily found. There are soldiers stationed here, and often one of these will offer his services. The descent by the rocks should be conducted with caution, especially if ladies venture; but with care there is nothing to daunt ladies with a spirit

of adventure, and capable of undergoing some fatigue. When the cavern is entered, all is dark around. The guide, if properly provided, will light a candle, and even then the way must be groped with care, as towards the end there is a sudden drop of four or five feet, which might prove dangerous. When through the cavern the ascent is by a narrow and very precipitous foothold on the side of the hill, to climb which the ladies will require help from above.

We were not fortunate enough to be supplied with a light in visiting the cavern, so that we are indebted for a description to the author of 'Rambles in the Channel Islands.'

"The stratification of the overlying rocks into masses more or less resembling those piled by human hands, adds to the imposing aspect of the cave, and appears to support the idea, which might be formed by the imagination, of artificial masonry. It does not extend to any great depth, probably not farther than from 50 to 60 feet from the entrance. The aperture is about 15 feet, while the height of the roof in the interior is upwards of 20 feet. The tide enters and penetrates to its remotest extremity, but does not fill the cavity. From the end of this cave a beautiful and singular picture is presented to the eye. The darkness of the position occupied by the observer, and the effect of the sides of the cave in cutting off the extremely divergent rays, so as to limit the field of vision, are of great value in giving depth and tone to the picture. On either side rise the dark water-worn rocks, which form the entrance, breaking the edges of the picture by their singular and rugged forms. In the distance, the blue level of the sea appears, while along the white sandy floor the eye is conducted to the masses of fallen and broken rocks which form the foreground of the scene. During sunshine, when deep shadows and strong lights are formed by the various wild constituents of the picture, the prospect is extremely beautiful. Within the cave itself, the gradations of light and shade are very pleasing, and the rugged form of the roof, with the irregular structure of the dark but glittering sides which support it, are well seen at such a moment."

The pretty little bay is well protected, and affords the safest anchorage on this part of the coast. On returning to the hotel, if the visitors by the cars have finished their

repast and their musical entertainment, a curious procedure may be noticed. The peripatetic photographer, who has accompanied or followed the cars, arranges all who are anxious for the distinction into a group to be photographed; and after two or three pictures have been taken, he thanks the company and informs them where the finished photographs may be obtained at, usually, two shillings or half-a-crown each. One would suppose that the number of those who would care to appear in a picture surrounded by strangers would not be large, but from the fact that it is announced by the car proprietors that a photographer accompanies the excursions, we suppose this must be an inducement to many. We are assured that these miscellaneous groups, taken outside the hotels, with the cars as a background, are the only views which many care to possess, and form the only pictorial reminiscence of their visit.

After leaving Grève de Lecq, instead of going home direct, the road near the coast should be kept so as to visit

THE CREUX DE VIS, OR DEVIL'S HOLE.

It will be necessary to alight at the inn, and then a few yards beyond, to the left, a narrow path will lead to the cliffs. The entrance to the Hole is through a shed, where a payment of twopence is demanded—the only fee anywhere exacted for any of the natural beauties of the island; and this may be defended on the ground that a rope has been provided, without which descent to and ascent from the Hole would be very difficult, not to say impossible. The surface of the rock is very smooth and often slippery, but with the rope progress may be gradual. The Hole is a vast cavern, at the bottom of which the sea comes dashing in. On returning through the shed another expense, which, however, is optional, may well be incurred: glasses of milk are supplied at three halfpence each, which will be found cool and refreshing.

The route home may now be through the valley to ST. MARY'S: the church is plain and unimposing (1320). Beyond the village are the *Six Roads*, one of which leads, by a pretty drive, through the *St. Lawrence Valley* to ST. LAWRENCE, the church of which (1199) has received more attention in its interior decoration than most of the others. The road hence is more or less a descent, until the St. Aubin's Road is reached.

GUERNSEY.

ST. PETER PORT.

THE approach to Guernsey is much more inviting than to Jersey, and the first impressions are calculated therefore to be more agreeable.

When nearing the island, its eastern side presents an extensive panorama, ranging from Fort Doyle to St. Martin's Point; and if St. Sampson's Harbour be taken as the northern boundary of view, then St. Peter Port occupies about the middle position. On closer approach, the picturesqueness of the scene becomes more apparent. The commodious harbour lies before one, with Castle Cornet rising from the sea on the left, whilst stretching away landward houses and villas peer on the hill, nestling amid their green and pleasant surroundings.

The harbour first claims notice, and as the best idea of its size can be formed from the sea, a description may well be given as found in Grigg's Almanack, a local publication of much value.

"THE HARBOUR OF ST. PETER PORT

is most picturesque and capacious, enclosing a space of about 73 acres, and its cost has been about 350,000*l*. Its walls are of massive island granite, and it is surrounded by broad quays and promenades. There are three landing stages for steamers, thus allowing passengers to step ashore with comfort at any state of the tide. The entrance to the harbour is 80 feet wide. The depth of water at high spring tides, between the pier heads, is 24½ feet, and at neaps 14½ feet; while the depth along the quays at the same tides average 20 and 10 feet respectively.

"The new harbour works comprise two esplanades (one on each side of the old harbour) running parallel with the sea front of the town, and averaging together 2500 feet in length and 150 in breadth. From these esplanades spring two breakwaters, one on either side, and equi-

distant from the old harbour, being 2500 feet apart at the base, and projecting to the eastward so as to enclose the natural sandy bay in front of the town.

“The south, or castle breakwater, is carried across the rocky isthmus by which, at low-water springs, Castle Cornet is connected with the mainland, and terminates at the N.W. bastion of the castle, being 1900 feet in length. The southern face of this breakwater consists of an upright wall and parapet, constructed of rough masonry, and carried to a height of 15 feet above the highest tides. Along this is constructed a level roadway and footpath 20 feet wide. A rough stone breakwater 635 feet in length has also been constructed to the eastward from the N.E. salient angle of Castle Cornet.

“The north, or St. Julian’s breakwater, begins on the N. side of the old harbour, at the extremity of the new esplanade, and extends 1500 feet in an easterly direction, along the rocky margin of the natural bay, to the White Rock, over which there is a large space of ground, with three commodious passenger stations mentioned above. The western wall, 300 feet in length, has a landing-stage of 107 feet, and forms an excellent berth, having an average depth of 6 feet at low-water springs. The next berth takes a south-easterly direction for a length of 270 feet, with a depth of 12 feet at low-water springs, with a landing-stage of 90 feet. From the extremity of this quay the terminating portion of the N. arm runs toward the castle breakwater, and answers the double purpose of a breakwater and landing-place; the harbour wall is arranged so as to accommodate the passenger steamers at all times of tide. The parapet of the breakwater is 12 feet 6 inches above high water. The surface has a roadway 40 feet wide, and a raised terrace 18 feet wide. To the eastward of the N. esplanade a pier has been constructed from the angle of the old N. pier, and it encloses a careening hard 300 feet long and 150 feet wide, in which there are two patent slips for the repairing of vessels, in constant use, and affording a large and profitable source of labour in the island. At its entrance an excellent tidal berth 150 feet in length has been constructed, having 14 feet water at neap tides.

“The works above described enclose a space (exclusive of the area of the floating dock, building yards, old harbour, &c., &c.) of about 57 acres, the entire of which

is covered at low-water neaps. Of this space 20 acres have from 10 to 22 feet at low-water neaps, and from 20 to 32 at high water. At low-water springs only 26 acres of the 57 remain covered, $8\frac{1}{2}$ acres of which have a depth of 9 feet and upwards: high-water springs increase the depth 30 feet. From this it will be seen that there is only $8\frac{1}{2}$ acres of available anchorage within the new harbour, with an average depth of only 10 feet of water, but still this is sufficient to furnish ample accommodation for a large fleet of yachts which visit the harbour during the season. Several very pretty fountains, both playing and drinking, have been erected along the walks."

On landing, there is no lack of cabs and porters; for the former there are no recognised tables of fares. The usual fare from the landing to the different hotels is 2s.; for other parts of the town by agreement. As most of the hotels are near the harbour, the cheaper plan is to engage a porter and walk.

The following are the

PORTERS' FARES.

The charge from the various landing-places to

	s.	d.
The foot of Havelet, bottom of Hauteville, Pedvin Street, Trinity Church, Clifton, New Town, Canichers, Well Road and lower parts of the town, for ordinary luggage not exceeding 80 lb. in weight	0	6
Above 80 lb. and not exceeding 120 lb.	0	9
The Amballes, Côtis, Upland Road, Allez Street, Vauvert, Park Street, Hauteville	0	10
Above 80 lb. and not exceeding 120 lb.	1	0
The Long Store, Rouge Rue, Amherst, Doyle Road, Brock Road, Queen's Road, Prince Albert Road, Fort	1	0
Above 80 lb. and not exceeding 120 lb.	1	3
Places beyond the above limits, but within the boundary of the town parish, for 80 lb.	1	3
Above 80 lb. and not exceeding 120 lb.	1	6

When the weight is above 120 lb. the surplus is to be charged at the same rate. In case of dispute as to the weight, the porter shall refer the matter to the harbour master; but the porter cannot claim any charge for the extra trouble.

From steamer to cab, or cab to steamer 0 6

Among the principal hotels may be reckoned—

Gardner's Royal, Esplanade.

Gardner's Old Government House.

Cambridge, Glatney Esplanade.

Clarence, Cornet Street.

Victoria, High Street.

Yacht Club, High Street.

There are, besides, some boarding-houses, and a great many houses where lodgings may be obtained. The rates at the hotels are very similar to those at Jersey, and in point of comfort and provision some of them leave little to be desired.

The island of Guernsey is about 9½m. long by about 4m. wide. In shape it is an irregular triangle, not unlike the island of Sicily. It contains about 33 square miles, or 21,100 acres. The population is 30,600. There is only one town, and that is St. Peter Port.

Unlike Jersey, there is an esplanade, with a fine sea view, and many of the hotels and houses face the sea. The islands of Sark, Herm, and Jethou always stand out to view, and relieve the monotony of an objectless horizon.

The town itself is poor and badly built; the streets are narrow, ill paved, and not level; but the shops are well supplied, and most articles can be had at reasonable rates. The fact is, when the old port was built the tourist was about the last person thought of; but now, when so many visitors annually resort here, there is ample provision made for them; and when the upper part of the town is reached there are good roads, and well-built villas with pretty gardens. There are many of the inhabitants who have become such after visiting the island.

There is abundant evidence that the authorities are not unmindful of the advantages of encouraging visitors.

One of the first objects likely to strike the eye is

THE ALBERT STATUE,

on the Esplanade, erected by the inhabitants at a cost of 1200*l.*, in honour of the late Prince Consort. It was unveiled in October, 1863. It is made of bronze, and is a copy of the design executed by Mr. Durham for the Prince of Wales. It stands on a pedestal of granite 17 feet high.

Continuing past the harbour,

THE BATHING-PLACE

is reached, certainly to many one of the chief attractions of the port. Nowhere have we ever seen a more commodious or better bathing-place. That for men is first reached; the admission is twopence, with one penny additional for every towel supplied. There is a large basin dug out of the rock, with smooth and graduated bottom, so that there is nothing to hurt the feet. Several flights of steps facilitate ingress and egress. The basin is flooded by each rising tide, so that the water is ever kept fresh. For the more adventurous divers and swimmers there is the open sea beyond the basin. A covered dressing-shed completes the accommodation. In a little cove adjoining there is THE PUBLIC BATHING-PLACE, for which no charge is made. This also has been artificially made; and if there is no basin there are several flights of steps built so that "headers" may be taken in any depth of water. There is also a covered shed here. Beyond, in another cove, is THE WOMEN'S BATHING-PLACE. Here also is an artificial basin, and here, too, are steps and platforms, as in the men's place. There is a dressing-house with eighteen separate rooms, each capable of holding three or four persons. We have been rather explicit in detailing these bathing arrangements, for they redound to the credit of the authorities; and they must add considerably to the enjoyment of visitors who are fond of this most refreshing and exhilarating exercise.

Opposite the pier is

ST. JULIAN AVENUE,

leading to the west-end of the town. It is lined with trees on either side, and laid out with beds of flowers. On the left hand is ST. JULIAN'S HALL, erected by the Odd Fellows at a cost of 2000*l*. It is a convenient and well-built room, and is in frequent request for various kinds of entertainments. The avenue leads into Grange Road, where, facing St. James's Church, is situated

ELIZABETH COLLEGE.

This is an imposing, castellated building, with a high tower in the centre, but its walls, instead of being built of the native granite, are but of stucco. However, it has an

ancient history, and the institution is as useful as it is old. It owes its origin to Queen Elizabeth, who, in 1563, assigned a convent, which had formerly belonged to the Society of Frères Mineurs, or Grey Friars, with the land adjoining, and about eighty quarters of wheat rent, for the endowment of a school. Until the reign of George IV. the school was of little benefit, but in 1823 the present building was erected, and a new charter obtained in 1825, which greatly added to its usefulness. The college is divided into the lower or preparatory, and the upper schools; the upper school has two departments, classical and modern: in the former the boys are prepared for the universities and the learned professions, and in the latter for the army, navy, civil service, and commercial pursuits. There are some exhibitions and prizes, and the terms for tuition are very moderate. Not far from Elizabeth College, in the Grange Road, is

THE LADIES' COLLEGE,

a modern institution, founded somewhat on the basis of Elizabeth College. Its present building is but a temporary one, and the school has so far outgrown its accommodation that it will shortly, it is hoped, be removed to premises worthier of its aim.

Situated also in the Grange Road is

THE GRANGE CLUB,

a very comfortable and elegantly furnished building, affording to the residents all the advantages of a well-ordered club. Visitors also are admitted on suitable introduction.

To those of military or volunteer proclivities

THE MILITIA ARSENAL

will afford some interest. There are several regiments of militia in the island; and here are their store-rooms, armoury, parade-ground, and drill-room. Here are held the shows of the Royal Horticultural and Agricultural Societies.

Facing the arsenal is

THE VICTORIA TOWER,

an imposing structure of red granite, 100 feet high, with castellated top. From its centre rises a small octagonal tower, with lancet windows, terminated by a battlement,

with pinnacles at the angles. All these, with the doors and windows, are of pointed Gothic architecture. It was erected by the inhabitants, at a cost of 1800*l.*, to commemorate the first visit of Her Majesty in 1846. From its position, and its elevation on a high mound, it is a prominent object from all points. From a flagstaff at the top are exhibited the storm signals telegraphed from the Meteorological Office of the Board of Trade. The prospect from the top is one of the finest that can be had in the island, affording views of the neighbouring islands and the coast of Normandy.

Close to the arsenal is the

NEW CEMETERY,

in the Candie Road, where may be seen many handsome specimens of the local granite, well wrought. There is another called

THE FOULEN CEMETERY,

charmingly situated in the Foulén Vale. It was established to supply the wants of the Nonconformists.

CASTLE CAREY,

the residence of the lieutenant-governor, is a fine castellated building, surrounded by its own grounds, and commanding most extensive views.

The most important public civil building is

THE ROYAL COURT HOUSE,

in Manor Street, where all the legislative and criminal business of the island is conducted, and to those interested in an administration so peculiar and unique as that of Guernsey is, a brief account may not be unacceptable. On the basement of the Court are the offices of the greffier, where all real property transactions are carried on; there is also a small police court. The principal court above is a spacious chamber, whose walls are adorned with some portraits of local celebrities, but possessing no great artistic merit. The first is of Daniel de Lisle Brock, a former bailiff; next is one of the late Lord de Saumarez, K.C.B., Rear-admiral of England, a native, and a generous supporter of all good movements; next of Sir John Doyle, K.C.B., lieutenant-governor from 1803 to 1817. Over one of the doors is the portrait of

Lord Seaton, another lieutenant-governor; and over the entrance door is that of Sir John Bell, K.C.B., also a lieutenant-governor.

In this chamber the bailiff and the twelve magistrates, or jurats, occupy elevated seats; below them sits the greffier, and on either side the procureur, or attorney-general, and the five avocats, or barristers. The pleadings, addresses, and judgments are in French. When the cases have been argued the bailiff sums up, and then calls on each jurat for his opinion, and the majority of such opinions decides the case, the bailiff only having a vote when the division is equal. The jurats are generally chosen from the retired and mercantile classes, and so much are their judgments respected, that the appeal to the Privy Council, which is allowed, is seldom resorted to.

Besides this magisterial body there are the STATES whose courts are held here. There are two bodies bearing this title, the *States of Election* and the *States of Deliberation*: the former meets only to elect the jurats and the sheriff, the latter is the local governing body. It enacts all laws, and makes or adjusts all taxes; the laws require the sanction of the crown before they are valid. Both the States are representative bodies, and their decisions are very generally respected. From a visitor's point of view, the island, as also Jersey, is well administered, for in the country the roads are excellent, and in the towns there seems ample provision for every want. Near the Court House is

THE HOSPITAL,

a building corresponding in purpose with our union or poor-house. All poor persons, whether native or English, who meet with accidents, are received herein, and outdoor relief is afforded with a liberal hand, and casual assistance rendered to even non-parishioners; thus it rarely happens that any beggars are seen in the town or throughout the island. The children, both male and female, have the benefit of good schools, and are suitably clothed and well fed. The inhabitants are proud of their hospital, which has for years past enjoyed the reputation of being admirably managed.

For the country parishes, there is a similar hospital in the C  tel parish, which has a farm in connection with it, worked so as to yield considerable profit, as well as

affording healthful and useful occupation to the inmates. Near the town hospital is THE LUNATIC ASYLUM, which is also well fitted and conducted.

Behind the Court House is

THE JAIL.

Before 1811, Castle Cornet served as the island prison, where prisoners were confined in a damp, unwholesome dungeon, still to be seen. The States originally voted 11,000*l.* for the jail, but as there was no proper separation of the male and female prisoners, no provision for employment or hard labour of convicted prisoners, no infirmary nor chapel, a further sum of 3000*l.* was voted for these objects; but even now the results are not satisfactory. Visitors, however, will not be likely to be affected by any shortcomings or mismanagement.

One object worthy of a visit is

THE HOUSE OF M. VICTOR HUGO,

at Hanteville, which the owner kindly allows to be inspected when he is not at home. It may be necessary to make a call and ascertain when the host will be out; in fine weather he often goes for a drive, and during his absence visitors may enter. The house is so curious that it is worth one or two unsuccessful attempts to visit it. The first impression on entering is one of sombreness, not to say stuffiness, for the walls are hung round with tapestries, or draped in some fashion; some of the former are good, and doubtless have some historic associations connected with them. In the parlour there are various specimens of china-ware on the walls and fastened to the ceiling, and the same arrangement is found in one of the passages. The walls of the staircase are hung with tapestry, and the balustrades are covered with a drugget that seems a very ordinary one to strangers. The drawing-room is a good sized but rather low room, literally crammed with curiosities and relics, the prevailing decoration being tapestry and silk embroidery; the room has quite the appearance of a show-room, and if the visitor were told that it remains precisely as it was left a hundred years ago, the statement might well be received. The state bedroom is quite in keeping, there is a cumbrous, canopied and curtained machine, such as one sees provided for great people to

sleep in ; this was prepared for Garibaldi, who, however, never came here. The library is remarkable for its absence of books. There are a number of French works, in the flimsy paper covers so suggestive of a transient perusal, but as for any collection of standard authors, or of works of reference, they are not visible in the library. Here the great poet and novelist sits and writes ; but his study—well ! that alone is worth coming to see, not for its furniture or appointments, but simply for its view, which is most charming and varied. In one direction there is nothing but the blue sea before one, unless it be the outlines of the shores of France, which we may well suppose the poet must often fondly have gazed upon in the days of his expatriation. In other directions, there are land and sea views beautifully blended. Outside the little room is an open space, where the fresh air as well as the fair scene may be enjoyed.

After visiting his house, the correct thing, we believe, is to purchase one of the author's works. We were rather amused to notice the number of persons who had 'The Toilers of the Sea' in their hands, and still more so to find how many of these confessed to never being able to get through it. This work is chosen because the Channel Islands are the scene of its incidents. Another house which should be visited by those of antiquarian tastes is that of F. C. Lukis, Esq., in the Grange, who possesses a remarkable museum, and who very kindly allows those interested in such subjects to inspect it.

One of the most conspicuous and interesting places is

CASTLE CORNET,

standing boldly out on its rocky eminence ; the visitor, when approaching Guernsey, is sure to make inquiries concerning it ; and whatever else may remain unvisited, this will not be. It may be safer to obtain an order to enter the fort, but it is not always insisted on.

The castle stands on a rock, which, before the causeway was formed connecting it with the harbour, was a complete island. It is stated that the castle was built by the Romans, but Mr. Tupper, in his interesting work, 'The Chronicles of Castle Cornet,' gives the earliest reliable date as 1204, when the Duchy of Normandy, excepting the Channel Islands, was wrested from John by Philip, king of France.

As we have seen (*ante*, p. 9) the castle has been the scene of some fighting, and for many centuries, doubtless, it protected the town from pirates and other enemies.

For a long period it was the island prison, and in the dark, damp dungeons there are the names of many of the unfortunates confined there, with, in some cases, the term of their imprisonment. It is capable of mounting upwards of fifty pieces of ordnance; it has both artillery and infantry barracks, magazine, and store-houses, and bomb-proof apartments for three hundred men. Now, however, there are but few artillerymen stationed there, whose duties consist in firing the sunrise and sunset gun, and in any salutes that may be required. If there were more to do, few pleasanter or healthier stations for troops could well be imagined. Connected with the castle in the plan of defence is

FORT GEORGE,

which crowns the height on the land. It was built in 1872 at an expense of nearly a million sterling, and a considerable sum has since been expended on it. This hill should certainly be scaled by the terraced walk which leads up to it, for a scene of great extent and beauty will reward the climber.

CHURCHES AND CHAPELS.

St. Peter Port is certainly well supplied with places of worship. It is said that their united sitting accommodation is equal to the population.

ST. PETER PORT CHURCH faces the harbour. "This edifice, dedicated to St. Peter, and consecrated in 1312, is built in the form of a cross, and consists of a chancel, nave, north and south aisles, north and south transepts, with a square tower at their intersection. This cathedral-like building, being the finest and largest church in the Channel Islands, has some striking and interesting features, which merit the attention of the antiquary as well as the casual visitor.

"The architecture is in the style of the later Gothic of France, termed Flamboyant; the mouldings and canopies of the north porch and west door, which are crocketed, finialed, and pinnacled, deserve especial notice. The massive pillars of the south transept are of dressed granite, and octagonal, without capitals, and the mould-

ings of the archivolt merge into them. The walls are embellished with numerous monuments and tablets, which have been judiciously removed from the beautifully-clustered pillars. Some of the smaller shafts had been barbarously cut away to insert the tablets, but they are now restored.

“At the time this improvement was effected, while the church was undergoing repair in 1821, the workmen, in laying open the north-east chapel, discovered an ancient niche, or piscina, evidently formed at two different periods: three or four other niches were discovered at the same time, and the remains of an octagonal baptismal font of shell marble, with its pillar, were exhumed from beneath the steps leading to the parvise. Since that time the windows have been restored by the removal of the heavy wooden casements, which were substituted about 100 years ago for the original tracery, then dilapidated, and are now made to correspond with the remains left of the original style in two or three of the small windows.”—*Daily*.

The church possesses several stained-glass windows, and a splendid organ. The church is open for daily service; and on Sundays there is service, morning at 10 and evening at 6.30, in French; and in the afternoon, in English, at 3.

ST. JAMES'S CHURCH,

facing Elizabeth College, was erected in 1818 by a proprietary, for the use of English residents. It is a plain, almost ugly building, in the Doric style. It has 1250 sittings, 400 of which are free. Services at 10.30 and 6.30.

ST. STEPHEN'S CHURCH,

situated at the top of the Grange, is in the early Decorated style. It is largely attended by the residents of this fashionable neighbourhood, and bears within it marks of the benevolence of many donors in its stained-glass windows, its reredos, the chancel paving, and the pulpit. The church has a fine organ; there are 750 sittings, 450 of which are free. Services in English at 10.30 and 6.30.

ST. JOHN'S CHURCH,

situated in the north of the town, is in the Early English style, with square tower. It has a good stained-glass window in the chancel, presented by the widow of the late

John Carey, to the memory of her husband. The pulpit and fittings of the church are well made of oak; there is a good organ and choir. The Sunday and day-schools, and other institutions in connection with the church, are vigorously maintained. There are two services on Sunday in English, at 10.30 and 6.30.

TRINITY CHURCH,

situated in the middle of the town, was formerly a proprietary chapel, in which the service was conducted in French, but it has since been purchased by members of the Church of England. It has 680 sittings, one-third of which are free. There are two services on Sunday in English, at 10.30 and 6.30.

ALL SAINTS' CHURCH

is a small proprietary chapel in Court Place, where the service is of a High Church type. There are two services on Sunday in English, at 10.30 and 6.

ST. BARNABAS' CHURCH,

situated on Tower Hill, was built in 1874, in memory of Rev. Charles Guille, formerly rector of St. Peter Port and son of Dean Guille. It is built in the Gothic style, of Cobo granite. All the sittings are free. Services in English at 10.30 and 6.30.

DISSENTING CHAPELS.

The Independents have two chapels, one, *Eldad Chapel*, New Town, where the services on Sunday are in English (10.30 and 6), and *New Street Chapel*, where they are conducted in French, at 10 and 6.

The Wesleyans have four chapels. One in Saumarez Street (*Ebenezer*), accommodates about 1400 persons. Services in English at 10.30 and 6. One in the Victoria Road (*Victoria*), in the semi-Gothic style, of blue Guernsey granite, with a congregation of 800; the services are in French, at 10, 2, and 7. Another chapel (*Wesley*) is at the Bouët, where the service on Sunday, in the morning and evening, is in French, at 10.30 and 6, and in the afternoon in English, at 3. A fourth chapel is the *Vrangue Chapel*, at the Vrangue. Service in English at 10.30 and 6. A new chapel of good design, and larger even than Eben-

exer is being erected in Brock Road, and probably by this time may be finished.

The Methodist New Connection has, perhaps, the most imposing chapel, at the top of Smith Street. It is built mainly of red granite, with a Gothic front. It will accommodate 950, and there are school-rooms below for 800 children. Service in English at 10.30 and 6.

The Primitive Methodists have a chapel in Truchot Street. Service in English at 10.30 and 6.

The Free Church of Scotland has a chapel (Clifton), at Upper Clifton. Service in English at 10.30 and 6.

The Bible Christians' Chapel (Salem) is in Vauvert Road. Service in English at 10.30 and 6.

The Friends have their *Meeting House* at Clifton. Services at 10 and 3.

The Plymouth Brethren have a chapel in Valnord Road. Services at 10.30 and 6.

The Bethel Union has a preaching room on the quay, where services are conducted on Sunday at 10.30, 2.30, and 6.

It should be stated that there are Sunday-schools connected with most of the chapels.

The Roman Catholics have two places of worship. The one dedicated to *St. Joseph and St. Mary*, on Cordier Hill, is a splendid building. It was erected from designs by Pugin, and was opened by Cardinal Wiseman. Its interior is richly decorated, and its exterior is enhanced by a fine square tower. Attached to the church is a convent, with schools. The services here are in English, at 8, 10.30, 3, and 6; but at the other chapel in Buent Lane (in no way remarkable) the services are in French.

THE MARKETS.

Few visitors leave the island without visiting the markets, even though their main wants may be supplied for them at their hotels. It is very common to see visitors, before their departure, supplying themselves with baskets of fruit or other commodities. The buildings devoted to the markets are clean and commodious, and on Saturday the display of country produce is most inviting, both from its appearance and price. The fish market, 240 feet in length by 35 in breadth, is one of the most convenient we have ever visited; and it is wholly

free from the unpleasant aroma that usually is attached to such buildings. In calm weather the market is well supplied with fish of various kinds; indeed, we have never seen in a small town so abundant and varied a supply. But though there is generally an abundance, there is a large quantity sent to England, and this tends to keep up prices. Occasionally, visitors may be seen taking with them to the steamers, on their return, immense crabs. The oysters are excellent, both as regards size and flavour; many are brought from the oyster-grounds lying between Jersey and France. There is a large trade in oysters, both for export and for home use; and whatever may be the prospects elsewhere, there is little cause for fearing a falling off in supply. For centuries the islands have been noted for their oysters, and it may be interesting to quote here an extract from a letter of Sir Thomas Browne, the philosopher, to his son, in 1682.

“Your sister tells mee they have plentie of large oysters, like Burnham oysters, about Guernsey, and all those rocky seas to St. Malloes, and have a peculiar way of disposing and selling of them; that they are not decayed nor flatt before they bee eaten. They bring them into the haven in vessels that may contain vast quantities; and when they come to a competent distance from the peere head, they anker, and cast all the oysters overboard into the sea; and when the tide goeth away, and the ground bare, the people come to buye them, and the owners stand on dry ground and sell them. When the tide comes in the buyers retire, and come again the next ebbe, and buye them agayne, and so every ebbe till they are all sould.”

Formerly the prices of the necessities of life were very much lower than they are now, the influx of visitors tending to enhance the value; but even now commodities are cheaper than in England. Bread and meat are nominally about the same as in England, but the difference in weight reduces the price: the pound weight is the old Dutch pound, containing $1\frac{1}{2}$ ounces more than the English. Then, French gold and silver being the currency, twenty-four francs make a pound, whereas a sovereign is worth twenty-five: this makes 100*l.* worth in Guernsey 104*l.* 3*s.* 4*d.*, or more than 4 per cent. in favour of English currency. This, added to the difference in weight, about 11 per cent., makes 15 per cent. reduction in prices as compared with those in England.

Poultry, fruit, vegetables, butter, and eggs are generally cheaper than in England; wines and spirits are much more so, as there is only 9*d.* per gallon duty on wines, and 1*s.* 3*d.* on spirituous liquors. Tobacco, cigars, and tea, are exempt from duty, and are consequently cheaper.

The vegetable market is abundantly supplied, and the crops are much earlier than in England. We have seen that Jersey is very early with her potato crop, and in Guernsey it is just the same. Broccoli is plentiful in February, and in March good sized heads may be had for a penny each. Those who live in London, and appreciate an abundance of fresh vegetables, and a varied supply of fish, will not fail to relish the dinners that the Channel Islands will afford them.

Guernsey retains many weights and measures not generally understood by strangers. Corn and potatoes are sold by *denerels* and *bushels*: 6 *denerels* = 1 bushel, and 4 bushels = 1 quarter. The bushel of wheat = 44 lbs. Guernsey weight, or 48 lbs. 13 oz. British, and the bushel of potatoes, 60 lbs., or 66½ lbs. British.

Coals are sold by the quarter, three of which \approx 1 ton 112 lbs. The average price per quarter is 8*s.* currency, or 7*s.* 8*d.* British.

Land is measured by *perches* and *vergées*. A perch is 21 feet square: 40 *perches* = 1 *vergée*, 2½ *vergées* = 1 English acre. The price of land is high in Guernsey, but then it is very productive. Near St. Peter it fetches from 250*l.* to 375*l.* an acre, but for building purposes it realises considerably more. In the country it may be had from 50*l.* to 150*l.* an acre.

House rent has experienced a considerable increase since the island has become so favourite a resort. But even now houses of from ten to twelve rooms, with good garden and greenhouse, may be had at from 25*l.* to 40*l.* a year. It must be remembered that the rent represents the entire expense, as Guernsey is happily free from all rates or taxes attaching to houses. No wonder that many respectable families of limited incomes have made their homes here. Mr. Bichard, the publisher and author of 'The Visitor's Guide,' from which the above particulars as to rates and expenses have been taken, estimates that English families effect even now an all-round saving of at least 25 per cent. by residing here.

AMUSEMENTS.

Among the places of amusement may be reckoned

THE THEATRE,

situated near the jail, in a small, but convenient house. It is dependent generally on travelling companies, who visit the island during the season and sometimes through the winter.

Near St. Julian's Hall is the

GRAND BOSQ SKATING RINK,

well fitted for skating, both under cover and in the open air. It has been well patronized, but whether this pastime will have as ephemeral an existence here as in England we cannot pretend to say.

CLIFTON HALL, situated at Upper Clifton, is often engaged for balls, concerts, and other entertainments.

In the market square is the MECHANICS' INSTITUTION, established in 1823. It contains a library of 5000 volumes, is well supplied with newspapers, periodicals, and reviews, and may be made use of by visitors at a small cost. There is a *Museum* connected with the institution, which is open at certain times gratuitously, though there is but little perhaps to attract visitors whose time is limited.

Near the arsenal is the public recreation ground,

CAMBRIDGE PARK.

On fête days, and on Her Majesty's birthday, there are reviews, by the lieutenant-governor, of the native troops, and occasionally there are cricket matches and other sports. During the season the militia band plays here, to the delight of the frequenters.

From the higher walks there are some good views of the neighbourhood.

PLACES TO BE VISITED.



As in Jersey, there are two ways of seeing the island—by private carriage and by excursion-car; and some of our remarks as to the relative advantages and disadvantages of these methods apply here. But in Guernsey there is this difference, the cars are not accompanied by any musical guide, and the excursions are quiet and well-conducted. Indeed it is remarkable how few there are of the noisy, rowdy visitors at all, such as have been referred to as so freely patronizing Jersey. In fact, Guernsey is too “slow” for such, and well is it for the inhabitants and for well-ordered visitors that it is so.

In Guernsey the drivers of the cars act as guides, calling out the names of places and objects of interest, so that all sitting behind may hear.

We know not, from experience, how efficient others may be, but the chief driver of Miller’s cars, who is familiarly known as “Nelly,” deserves our highest commendation; and if the visitor can insure a seat on a car that is driven by him we most unhesitatingly commend this mode of going round the island, unless, indeed, his time is so limited that he can only spare but one day. In addition to being an excellent whip, and driving the best team of horses we saw, “Nelly” lays himself out to interest his passengers, and instead of waiting until he is asked for information, he always announces in stentorian voice the various objects passed, or that may be in sight. One is accustomed to the perfunctory and monotonous manner in which duties of this description are usually performed, but this man seems to manifest a positive pleasure in imparting information; in fact his cheerfulness, civility, and humour add not a little to the enjoyment of those who go round the island in his company. The fare is 2s., and seats may be booked at Gardner’s Royal Hotel, whence the cars start at about 11 o’clock.

As the island is intersected at all points with good roads, it will be very easy for visitors to arrange, if they please, excursions for themselves. If they intend to remain many days, they may prefer to examine more carefully than the excursion-cars will admit the various

places of interest. They can in that case engage a fly or carriage, and select some of the many beautiful spots for a day's excursion. Those who have but a day or two at most to spare may also arrange by hiring a private conveyance to see most of the beauties of the island in that short time. The majority of tourists (we speak not of those who come for a lengthened stay) devote but a few days to the island, and it is these we have in view in the arrangement of the excursions.

We purpose to compass the island in four excursions, but we would again remark that most of the places referred to may be arranged so as to be visited in a shorter time. We annex the routes as taken by Miller's cars in three excursions:—

I.	II.	III.
<p>Town Church. Grange Road. Queen's Road. Prince Albert Road. Fort George. Fermain Bay. Doyle's Column. The Vallon. Moulin Houel. St. Martin's Church. St. Andrew's Church. General Huyshe's beautiful Grounds and Vineries. Talbot's Road. King's Mills. Cobo Bay (stoppage). Grande Rocque Bay. Vale Church. Vale Castle. St. Sampson's Har- bour. St. Sampson's Ch., and Home.</p>	<p>Town Church. St. Julian's Avenue. Elizabeth College. Belmont Lanes. Archery Grounds. St. Martin's. Saint's Bay. Icart Point. Petit Bôt Bay. Gouffre (stoppage). St. Peter's-in-the- Wood. St. Saviour's Church. St. George. The Haye du Puits. Rohais Road. Collin's Road. St. John's. St. John's Church, and Home.</p>	<p>Town Church. Grange Road. Mount Row. St. Martin's. Forest. Forest Church. Creux Mahié. Caves. Torteval Church. Pleinmont Point. Hanois Lighthouse. Gull Cliffs. Rocquaine Bay. Lihou Island. La Perelle Bay. Richmond Harbour. Vazon Bay. Fort Houmet. Cobo (stoppage), and Home.</p>

EXCURSIONS.

EXCURSION I.

The Bays—Fort George—Fermain Bay—Bec du Nez—Doyle Column—Military Roads—Saumarez—Manor House—Jerbouurg—Moulin Houet Bay—Saint's Bay—Icart Point—Petit Bôt Bay—La Moie Point—The Forest—Le Gouffre—La Corbière—Le Havre de Bon Repos—St. Martin's.

No coast-line so easy of access to English tourists is so beautifully indented with bays as is that of Guernsey. They are smaller and less grand than those on the Jersey coast, but they are unsurpassed in picturesqueness. The foliage is not so rich nor are the rocks so bold as on the South Devon coast, particularly at Babbicombe; but the quiet little havens nestling amid their rocky walls covered with vegetation are exceedingly charming. But these bays must be visited on foot in order to discover their beauties. Seen from above they are attractive, but it is in the approaches that there is so much rustic beauty. The narrow lanes, with tiny rivulets threading their silvery way to the sea, the luxuriant hedgerows with overgrown and overhanging bushes, the moss-covered stones, with lichens and ferns in profusion, make up scenes of beauty that reveal themselves only to pedestrians. It is in the facilities for exploring these paths that a private carriage affords much greater advantage than a public one; and leads us again to observe that where there is ample time at disposal these bays should be visited at leisure.

Passing through *Prince Albert Road*, we come to *Fort George*, which, if not already visited, should now be seen. The view is extensive, and it will be observed that the officers' quarters are most prettily situated. From the fort a good view is obtained of

FERMAIN BAY.

This may be reached by an easy walk from the south esplanade. Ascend the hill, passing the artillery barracks, and thence by a pathway along the edge of the cliff.

The carriage road to *St. Martin's* brings us to *Fermain Lane*, which leads down to the bay through a steep but beautiful glen. Carriages cannot descend, so the visitor may alight, and join the carriage again at the Doyle Column. The bay is protected on either side by a ledge of broken rocks extending to a considerable distance into the sea. A white tower indicates a dangerous cluster of rocks called "*Lower Heads*," which lie midway between the bay and Sark. The lower part of the shore consists of fine white sand, whilst the upper part is of white pebbles. The bathing here is excellent, and may be safely commended to those even who cannot swim. A house prettily situated in its own grounds, and commanding a full view of the bay, will be noticed. This belongs to the Rev. Mr. Watson, noted as a breeder of cattle; his cows generally take prizes whenever they are exhibited. There are some excellent vineries attached to the house. A pathway on the side of the cliff to the right leads to a headland, which looks down upon the harbour of

BEC DU NEZ,

which affords shelter to some fishing-boats. It is hardly worth while descending to the shore. An inland path up a deep ravine or one by the coast will lead to

DOYLE COLUMN.

The carriage road is towards *St. Martin's*, past *Sau-marez Manor House*, which has been in possession of the family from time immemorial. Its present appearance (now used as a farmhouse) is not at all in keeping with its ancient grandeur.

After passing this estate, and leaving the road to *St. Martin's* to the right, the *Doyle Monument* is reached, which occupies so conspicuous a position from so many points. Never did a lieutenant-governor better deserve to live in grateful memory than did Sir John Doyle. He reclaimed from the sea at the Vale a large tract of land; he placed the island, when war was renewed with France in 1803, in a complete state of defence; he erected batteries in every bay, and built martello towers wherever they were needed; he effectually strengthened Fort George. But his greatest claim to gratitude consisted in his laying out new military roads in 1810, which have

conferred, and will confer, a lasting benefit to the island. He was opposed at every step by the country people; but strong in his determination to benefit the island, whether the inhabitants assisted or opposed, he induced the Government to appropriate 5000*l.* obtained by the sale of the Vale lands, which had been reclaimed at Government expense, towards the construction of these roads. They extend for about 11*m.* from *St. Peter Port* to *Vazon* by the *Rohais*, *Câtel*, &c., and from the town to *Le Rée* by the *Fort*, *St. Martin's*, the *Forest*, &c. As the visitor now rides pleasantly over excellent roads, for which no turn-pike toll is levied, he also will think gratefully of this far-seeing and public-spirited governor. It may promote his gratitude to read of the state of the roads before Sir John Doyle's time, as described by Duncan:—

“Antecedently to the new roads, first projected by Sir John Doyle in 1810, nothing had been done by art or science towards the least improvement of the island, nothing for the display of local beauties or advantages had been effected. There was not a road, or even an approach to the town, where two carts could pass abreast; the deep roads, only 4 feet 6 inches wide, with a footway of 2 or 3 feet, from which nothing but the steep banks on either side could be seen, appeared solely calculated for drains of water, which, running over them, rendered them every year deeper and narrower. There was not a vehicle, scarcely a horse, kept for hire; no four-wheel carriages existed; and the traveller, landing in a town of lofty houses, confined and miserably-paved streets, from which he could only penetrate into the country by worse roads, left the island in haste and disgust, and under the most unfavourable impressions.”

The column is 96 feet high; there is a staircase to the top, from which a magnificent view is obtained. If there be time, the column should be ascended; the key can be had from a cottage near.

Not far from the column is *ST. MARTIN'S POINT*, on the peninsula of *JERBOURG*, where there are barracks. By some, *Jerbourg* is supposed to have been a Roman station, but its history is traced back as far as 1328, when *Edward III.* gave directions concerning the castle that was then standing.

Following the coast-line, the

BAY OF MOULIN HOUET,

perhaps the most picturesque bay in the Channel Islands,

is soon reached ; but the prettiest approach to this lovely spot is by the road from St. Martin's. Leaving the vehicle, the visitor soon enters *Water Lane*, so called from the rivulets that continually run down to the sea. This is more like those lovely lanes for which Devonshire is celebrated than, perhaps, any other in the island. One wanders on, seeing nothing but the hedges to the right and left, until suddenly a turn brings the beautiful bay in full sight, with its deep blue waters and its verdure-covered rocks. The sides of the bay are formed of rocks, quite precipitous in some parts, and in others assuming the most fantastic shapes of ruined masonry. This lovely bay, being so near the town, is a place of great resort for excursions of pleasure, and for marine exploration ; for at low water the rock-pools contain beautiful zoophytes and tiny fishes. Seaweed of various kinds is found, and small and beautiful shells are abundant.

Many hours may well be spent in such a place as this. A short distance W. of the road to this bay is

SAINT'S BAY.

This will not compare with the preceding one, nevertheless it is worth visiting. Some derive its name from the tradition that here the Archbishop of Rouen, uncle to William the Conqueror, found a refuge when banished from his diocese ; but, unfortunately for the story, the true name of this bay and country adjacent is *Sein*, not *Saint*. Half a mile to the W. is

ICART POINT,

a wild, desert spot at the end of the peninsula ; it will afford a view of the coast that no other point so well commands. To the left *Moulin Houet* is seen, presenting another aspect, and on the right the pretty little bay of

PETIT BÔT.

There is more than one way of approaching this spot, but if your driver has any love of the beautiful, with some touch of the adventurous, he will take you by the way of the cliff. Our friend "Nelly" declares that no other car-driver in the island but himself ventures this way, but this may be only a little natural vanity ; certain, however, it is that this descent possesses a charm which no other has. It is a way cut in the cliff, with room

only for one vehicle, and with no protection whatever on the outer edge; the path winds down over crag and tree until suddenly one faces the narrow opening showing the blue water and the white beach below. At the bottom of the cliff a sharp turn at right angles brings you into the narrow gorge leading direct to the bay. Notice the tiny rivulet that runs down the glen to the sea, and the watermill half hidden among the trees. The bay is a very enjoyable place for an exploring ramble; there are many varieties of seaweed on the sands and on the roofs of the caves. In one of the caves the *Asplenium marinum* used to grow, but lovers of ferns, and those who were not, have removed every vestige of it. The arms of the bay are very beautiful; on the left is a pathway which will well repay climbing for the sake of the grand and rugged appearance which the rocks present. To the right of the bay is also a path, though rather more inaccessible, which will lead to

LA MOIE POINT.

This path will also well repay traversing for the same reason, but, unless travelling on foot, it will be necessary to return by the glen, when it will be observed how the sides of the hills seem to dovetail into one another, somewhat like Dovedale in Derbyshire, or the hills near Fingal Bridge on Dartmoor.

It will be well to stop a while at the top of the valley and enjoy the lovely view thus afforded of this tiny but charming bay.

The road now leads through the FOREST, a small and uninteresting village, with a plain church (1163), the interior of which has been recently restored and modernized. From the church there is a road that takes you some distance to *La Moie Point*, but the prettiest approach is through a lane which takes you right out to the point, where you will like to rest and admire the land and sea views that surround you. There are numerous small bays indenting the coast, and headland beyond headland seem to overlap one another. To the right is

LE GOUFFRE,

a grand and lovely gorge, whose vegetation runs close down to the sea. Through the gorge numerous streams trickle, which keep the valley green and moist. The best

general view of the gorge is obtained when descending by the carriage road, and as this is usually made a halting-place, on account of the comfortable little inn that offers refreshment to man and beast, abundant opportunity is afforded for strolling about. In an opposite direction to Moie Point is

LA CORBIÈRE,

a promontory that may be reached over the cliffs, or more inland through the lanes. It affords a grand view, and overlooks

LE HAVRE DE BON REPOS,

a quiet little harbour most appropriately named; a narrow road to the right leads down to the beach, where may usually be obtained the services of a boatman to take you to the cave at *Creux Mahié*, but as we shall visit this from land, we defer any description.

The road home is through ST. MARTIN's, past the church (1199), a large building, which has undergone extensive restoration. On one of the posts of the gateway entering the churchyard is a hideous figure, said to be "an idol of the aboriginal inhabitants." From St. Martin's there are two roads to the town, both of which are about the same length, a mile and a half.

EXCURSION II.

The East Esplanade—Salerie Battery—Ivy Castle—St. Sampson's Church and Harbour—The Vale Castle—Bordeaux Harbour—The Cromlechs—L'Autel de Dehus—Le Tombeau du Grand Sarazin—Le Champ de l'Autel—La Rocque qui Sonne—La Chaire du Prêtre—The Druids' Temple—La Rocque Balan—L'Ancrese Common—The Racecourse—The Vale Church—Le Braye du Valle.

Between St. Peter Port and St. Sampson there is considerable traffic, and now the cumbrous vehicles are being supplanted by the steam tram-cars. The walk is a pleasant one near the sea. In Pollet Street may be seen an old house called "*La Plaiderie*," formerly the Royal Court House. Pollet Street leads to the esplanade, a marine wall, constructed in 1826 as a breakwater. At the east end is a battery called *La Salerie*; there is a fine

sea view from the wall commanding the islands of Sark, Herm, and Jethou. To the left is

IVY CASTLE,

an interesting relic of antiquity. It is approached through a gate which is kept locked, but which is opened by some one in attendance on payment of a trifling fee. The castle was formerly called *Le Château des Marais*, from its situation in marshy land, and is said to have been built in 1036 by Robert, Duke of Normandy, in return for kindness afforded him when, on his way to England to assist Edward the Confessor in his claim to the throne, a storm scattered his fleet and drove him for a refuge to a bay in the north of the island. The building is small, measuring about 25 feet by 21. The castle was surrounded by moats and walls covering an area of about four acres. Traces of the fosse are still seen, and you may walk for some distance on the ruins of the old wall. A mile farther on is

ST. SAMPSON'S CHURCH,

the oldest in the island (1111). St. Sampson in earlier days was considered the patron saint of Guernsey; he landed near here, and caused a chapel to be erected, which was succeeded by the present building, though but little of the original structure has survived the frequent alterations. The interior is plain, but bears evidence of two distinct styles: the Early Norman and Early English. The old doorway is worth noticing.

ST. SAMPSON'S HARBOUR,

where most of the granite exported is shipped. There are quarries in the immediate neighbourhood, so that the stone is brought to the ships at little cost. There is some shipbuilding going on, and at times the little harbour is crowded with vessels. On the N. is

THE VALE CASTLE,

overlooking the harbour. It is said to have been built by some monks, who came here from Normandy in the tenth century, as a place of refuge from the inroads of pirates who infested the Channel. The walls, gateway, and ramparts may still be seen, and from them a good view of the adjacent islands is obtained.

BORDEAUX HARBOUR,

still northward, is a pleasant little bay, whose lichen-covered rocks are well worth inspecting. This is a favourite resort for visitors, and lodgings may be had in the neighbourhood.

To the visitor who has a taste for archæology the most interesting part of the island is now approached. The estate of *Paradise*, in whose neighbourhood the relics are, is supposed to have been so named in distinction from the ancient heathen who once lived here. But, however this may be, the remains should certainly be visited. The general direction of *Paradise* usually given to visitors is not sufficiently exact. Proceed towards *Paradise*, but at the Newport vinery there are three cross roads, from one of which a narrow lane leads up by the side of the house. A few yards brings you to some steps in the hedge on the left, mount these and the cromlech is before you, known as

“L'AUTEL DE DEHUS,” or “TU DUS.”

“It stands on an artificial mound or tumulus, round the verge of which several stones remain of those forming the original circle. It comprises a deep trench, divided into several distinct compartments. The first, covered with an immense cap-stone, forms a chamber of about 15 feet square. To the north there is a square chamber about 7 feet square, covered by a single flat stone. The length of the trench is 38 feet, and the number of cap-stones is eight. The largest measures nearly 17 feet by 6 feet, and is computed to weigh nearly 20 tons. Mr. Lukis says that ‘in one of the chambers three separated layers of bones and pottery were discovered, and the remarkable and almost unique interment of two skeletons, placed side by side in a kneeling posture, one facing north and the other south, but touching at the elbow-bones. The whole interior of this kist was filled with light earth and limpet-shells, which entirely enveloped the two skeletons.’”—*Richard.*

Not far from this cromlech are some remains of another kist called

LE TOMBEAU DU GRAND SARAZIN,

with which time has dealt more gently than the ignorance of to-day, for it is related that a proprietor having ordered his workmen to get some stones to erect a barn,

they laid hands on these ancient remains, and would have removed the whole if their master had not found out and stopped their vandalism.

Near the windmill of *La Cockayne*, in a furze field, there are the remains of a celebrated cromlech, said to have been a miracle-working stone, called

LA ROCQUE QUI SONNE.

Although well known by tradition, all trace of this stone was lost until 1837, when, after much excavation, one remaining cap-stone was dug out. The "sounding stone" could, however, be nowhere found, though one demidolmen that was unearched was supposed to mark the spot. This stone, about 13 feet long, is supported on a prop to the S., and rests on the ground at the N., having another vertical stone near it. At a distance of about 60 feet to the eastward, four large props were examined, which are supposed to have been a portion of the outer circle; these are now buried beneath the sod. Report says that there were formerly eight or nine cap-stones, including the enormous "*Rocque qui sonne*," so that these were probably the finest and most extensive Celtic remains in the island.

Although the humbler classes of the inhabitants have no appreciation of these remains, it appears that there is a wholesome dread of evil consequences that may follow any interference with them; but, unfortunately, some are neither deterred by fear nor by any sense of respect or veneration for the past. The peasants relate the following story, and whether it may be relied on or not, the fact remains that vandalism in some form has done its work. About sixty years ago, the owner of the Field of the Sounding Stone used the stones that were lying about for the purposes of building, in spite of the warnings of his neighbours. In less than twelve months the house in which the stones were incorporated was burned down. He rebuilt it, but it was again burned. He then sold the stones and they were shipped to England; but the vessel was lost, and all on board perished.

In the parish of St. Sampson's, at *La Grasse Hougue*, there were also some similar remains, but they fell a prey to vandalism in 1863.

But the chief remains are to be seen on

L'ANCRESSE COMMON,

a large, breezy down where the races are held. To the

right the common rises to a slight eminence, overlooking *L'Ancrese Bay*, or the *Bay of Anchorage*, so named from the landing there of Robert, Duke of Normandy, and his shipwrecked followers. On the brow of the hill is situated

THE DRUIDS' TEMPLE,

the finest cromlech in the island. These remains were buried in sand until 1811, when a block of granite was discovered, but it was not until 1837 that a full exploration was made, through the zeal and at the expense of Mr. Lukis.

This cromlech is 45 feet in length by 13 feet in width, and nearly 8 feet in height. The space is covered by five larger and two smaller blocks of granite, which are not in contact; the western block is computed to weigh about 30 tons, it being nearly 17 feet long by 10½ feet wide, and 4½ feet thick. The second block is 16 feet long, the third smaller, and so they gradually diminish to the seventh.

"On the floor, when opened in 1837, were found two layers, consisting of human bones, urns of coarse red and black clay, stone and clay amulets and beads, bone pins, &c.: the layers, like those of kists, being separated by flat fragments of granite: the lower stratum was laid on a rude pavement on the natural soil. The remains were deposited in a singular manner. The unburnt bones occupied either end of the floor; the middle third being allotted to those which had been submitted to the action of fire: not a vestige of charcoal was to be detected with them. The bones of individual skeletons were heaped together confusedly, and each heap surrounded by a small ring of pebbles; the urns, which were of remarkably rude shape and material, being near or within the rings. Some heaps consisted, as it were, of parents' and children's ashes mingled together; for within the same ring of pebbles were the bones of persons of all ages. An unusual quantity of bones of very young children was found. The lower stratum only contained the burnt bones, among which were likewise a few tusks of the boar, perhaps worn as trophies of the chase, and consigned to the fire with the hunter's dead body. Four flat disks, from six to twelve inches in diameter, and one in thickness, formed of the same ware as the urns, were also found, and doubtless served as lids to some of the urns, which

had broad, flat edges. As these lids are furnished with central handles, it may be inferred that the urns were replenished from time to time; the cromlech being a hollow vault or catacomb.

"In no instance was the urn used to contain the ashes of the dead, and it was doubtless filled with liquid, or food, at the time of sepulture. About one hundred and fifty urns were removed from this cromlech; some were quite entire, and of those broken many have been restored. As time and ages elapsed, and possibly, as all memory of the departed became lost, their remains were removed to make room for others; those so removed were placed in the intervals between the props and were lost to sight; but further space being again required, many cart-loads of limpet-shells, and a little yellow clay, were strewn upon the original deposit, and flat stones, as already said, were placed over all to form a new floor." *

In the plain below is another cap-stone, covering a part of a sepulchre or kistvaen, which, when examined in 1837, contained human bones and ashes, and implements. To the east of the common is another kistvaen, surrounded by various blocks of stone; and about a hundred yards thence is a portion of a circle, defined by the remaining upright stones, and near it several stone graves. To the right is a cairn, called LA ROCQUE BALAN, as though a rocking or balancing stone once stood there.

It is very clear, therefore, that this part of the island was once largely inhabited by Celtic tribes long before the Christian era; and we have lingered on this, otherwise, perhaps, uninviting region, because such extensive remains of the worship and rites of so distant a generation cannot but be interesting, not only to the antiquarian but also to every student of history.

At the entrance to L'Ancrese stands the VALE CHURCH (1117), erected near the site of the ancient Abbey of St. Michael. On the S. side of a small farm near the church the four angle buttresses of the monastery may still be seen. There is little to interest in the church.

It may be noticed that the district known as LE BRAYE DU VALLE, comprising about 300 acres, is that which was reclaimed from the sea by Sir John Doyle (*ante*, p. 83).

* From "Observations on the Celtic Megaliths, by F. C. Lukis, M.D." 'Archæologia,' vol. xxxv.

A passing view will show that, apart from strategic reasons, the reclamation of so much fertile land was an immense gain.

The road to St. Peter Port—three miles from the church—is good, but opens up little to interest the traveller.

EXCURSION III.

St. Martin's—The Forest—Torteval—Creux Mahié—Torteval Church—Pleinmont—Les Hanois—Les Roches Douvres—Rocquaine Bay—Island of Lihou—Creux des Fées—Perelle Bay—Richmond—Vazon Bay—King's Mills—St. Saviour's—La Hougue Fouque—Chapel of St. Appoline—Pillar of Stone—St. Peter-in-the-Wood.

Leaving the town by the Grange Road and travelling in the same direction as on the return from our first excursion, though not necessarily by the same road, we pass through *St. Martin's* parish, and afterwards through the *Forest* we enter *Torteval* parish. At the head of a small creek is

CREUX MAHIÉ.

At the top of the lane will generally be found one or two men ready to act as guides to the cave. Their services may well be accepted, for the cave is not easy to be found, and they will help to show its dimensions. The descent is rather precipitous, but the views are charming; and the little bay at the bottom is well worth climbing down to.

The cave is the largest in the island: it seems to have been formed by the action of the waves wearing away the softer portion of the rock. At some period a large block of the rock above has fallen, almost blocking up the entrance to the cave, so that one is not prepared for the cavern within. When you have entered, and are trying to penetrate the darkness within, a light is struck, and in the dim distance you see a man lighting a bundle of furze near the roof of the cave; another bundle is lit nearer the entrance, and then you realize the extent of the cavern, about two hundred feet in depth and forty or fifty feet in height. The effect is rather weird and grand, as the roof and the sides of the cave, with all their irregular forms and shadows, are presented to view.

Returning to the road,

TORTEVAL CHURCH (1229)

is reached. The church has twice been struck by lightning, and the new masonry that followed the destruction of part of the church may plainly be traced. Tradition says that this church owes its origin to Philip de Carteret, who, overtaken in a storm off the island, vowed he would found a church if he were permitted to reach the land. It is said that the vessel made the harbour in Rocquaine Bay in the middle of the night, in spite of the rocky and dangerous coast. If the story be true, the church replaced a former one, for the old church is mentioned in an early charter in 1055 as "*ecclesia Sancti Marie de Tortavalle.*"

A mile farther on is

PLEINMONT,

one of the chief resorts, and certainly one unsurpassed in the island for wild grandeur. Descending to the cliffs, one cannot fail to be impressed with the boldness of the rock scenery. To the W., extending nearly 2m., is the dangerous reef of rocks called LES HANOIS, on which the Trinity House have erected a lighthouse. To the W., standing out in the Atlantic, you see LES ROCHES DOUVRES, around which a certain amount of interest has recently gathered as the scene of the sunken ship in 'The Toilers of the Sea.'

ROCQUAINE BAY

presents no feature of note to detain us. It is bounded on the S. by the rocky heights of Pleinmont and Fort Grey, and on the N. by the headland of Le Rée.

Here is a causeway leading to

THE ISLAND OF LIHOU,

which is only approached at half tide on foot; here may still be seen the remains of a chapel and a priory, where dwelt a prior, or as some say, an abbess and her nuns. During the last war with France, the lieutenant-governor, fearing lest the buildings might be turned to some account by the enemy, had them blown up by gunpowder. Subsequent excavations have revealed certain details of the buildings which may be easily ascertained by the antiquarian.

The naturalist should visit this place at a time when he could walk across to the island, for nowhere can rock-pools be seen to greater advantage. On the S.E. side, at about half-water mark, are two almost circular excavations of the rock, from four to five feet deep; they are called baths, and are said to have been used by the nuns of the priory. Of course this is fanciful, but they afford a home to innumerable creatures of exquisite construction. One of the baths is above the other, and its water trickles over into the one below. In them may be found objects of interest to the explorer; "their beautiful lining of corallines and sponges, with many minute and rosy algæ; their pellucid and motionless waters, slightly tinged with blue; their animated occupants, tiny molluscs and crustaceans, the one in leisurely movements, the other darting among the seaweeds, presented a picture of a microcosm—a world in little, such as only a rock-pool can display."*

On the road leading to Lihou is the

CREUX DES FÉES, or, FAIRIES' CAVE.

It is a cromlech consisting of two large cap-stones, measuring 20 feet across; underneath is a chamber, dark and gloomy. This cromlech owes its preservation to its having been purchased by a gentleman, who has carefully guarded it. Within $\frac{1}{2}$ m. is another small cromlech belonging to the same gentleman; it stands on the hill of *Catioroc*, and consists of three or four stones; burnt bones, with urns and pottery, have been discovered. Near the causeway leading to Lihou there are indications of a raised beach, which may be worth examining.

PERELLE BAY next opens up, having for its northern arm the promontory of RICHMOND, where are now built a tower and barracks. Near this will be found MUNDAY'S HOTEL, where refreshment for man and beast may be had. VAZON BAY is rocky, but not so picturesque as many of the others. It has an historic interest, in that it was the landing-place, in 1372, of a large body of French troops and levies from Spain, known as "*la descente des Aragossais*," but its chief interest consists in the fact that its waters cover a submerged forest, whose deposits are washed on shore and form a valuable article of fuel,

* 'Rambles among the Channel Islands.'

which the natives call *corban* or *gorban*, which is the same word as the one used in Mark vii. 11, meaning a gift. It was as recent as 1847 that the peat bed became broken up during a severe gale, and fortunately there was a native historian, Mr. F. C. Lukis, sufficiently interested to record the scene. In a letter contributed to a local paper at the time he wrote the following description, which is as important now as it was then:—

The appearance of the bay on this occasion was truly interesting. Trunks of full-sized trees, which once grew on the spot, from whence the waves were now for the first time dislodging them, accompanied by the meadow plants which once ornamented their grassy habitation—roots of rushes and weeds, surrounded by those of grass and mosses—gave evidence of the luxuriance of the locality. The very perfect state in which these trees were, shows that they had been for a long time buried under sand. The compression of their trunks and boughs exhibits the first indication of that flattened form which all fossil plants undergo by the slow decomposition of the vegetable fibre without entirely destroying the texture of the wood. These trees, when uncovered by the sand and gravel which form the bed of the sea, were overspread with corallines, fuci, and sertulariæ, although these marine productions do not appear favoured in their growth on the vegetable matter. . . . Another appearance of the wood was the numerous perforations in it, which looked like the bolt-holes of ship-timber. These perforations were the work of the *pholadea*; and the amateur had a good opportunity of enriching his collection with a fine series of *Pholas dactylus*, from four to six inches in length. . . . Another fact of much interest to the antiquary is that pottery and stone instruments—the tools and vessels of the first inhabitants of these islands, materials in character co-existent with our cromlechs, and those contents recently discovered with them, formed of the same substances, and in every respect connected with the races which erected them—have been from time to time found in the vegetable deposit of Vazon Bay. It is also reported that several hundred Roman coins were discovered in the peat some years ago. The teeth of horses and hogs have likewise been discovered. No human remains have as yet been found.

On the return home the road should be taken to KING'S MILLS, a very pretty hamlet, with its picturesque cottages and foliage. Nowhere else in the island will such a variety of flowers be found adorning the cottages; here myrtles and roses bloom in rich profusion. The village takes its name from the three windmills which may be

seen, one on entering the hamlet, another, MOULIN DU MILIEU, through a lovely lane, where ferns attain enormous proportions, and the third, LE MOULIN DU HAUT. Between these mills there is a shaded walk, which may well tempt the pedestrian who has time for a stroll.

Not far from the village, on the road to ST. SAVIOUR'S, is an eminence, LE MONT SAINT, from which a truly fine view may be obtained.

ST. SAVIOUR'S. This village may form a convenient resting-place, and the *Union Hotel* offers its accommodation. The church (1154) is of simple Gothic construction. Near it is an elevation, LA HOUQUE FOUQUE, which was used in early days as a watch-tower, in which was kindled a beacon-fire to warn the inhabitants of the approach of pirates, or of any hostile fleet. There are several in the island. Not far from the hotel is

THE CHAPEL OF ST. APPOLINE. It is of great antiquity, being in use before the present parish churches were erected. The interior consists of a plain chamber, about 27 feet long by 14 feet wide. The sides of the roof and walls appear to have been adorned with fresco paintings, several figures of saints being still discernible on the S. wall. Nothing is known of the date of the building, but it is supposed to have been used by the monks, who came to the island about the middle of the tenth century. This, the oldest place of worship in the island, has been allowed to fall into decay.

Going in the direction of Lihou for a short distance, in a field belonging to the estate of *Les Paysans*, stands a

PILLAR OF STONE or Menhir, an undoubted relic of antiquity. It stands about ten feet above the surface of the ground, and is about three feet in width, but what its use may have been has never been decided. The very mystery that surrounds this curious monument makes it an object of interest to all antiquarians. Returning, we take the road that leads through ST. PETER-IN-THE-WOOD, which possesses the prettiest Gothic church in the island, consisting of a chancel and nave, north and south aisles, and a square tower.

The homeward route may be either through the Forest and St. Martin's, or by a detour through St. Saviour's.

EXCURSION IV.

The Bailiff's Cross—St. Andrew's Church—General Huyshe's Gardens and Conservatories—Câtel Church—Woodlands—St. George—Holywell—Haye du Puits—St. Matthew's—Saumarez—Cobo—Grande Rocque.

Leaving the town by way of the Grange, Queen's Road, and Mount Row, at the distance of a mile we arrive at four cross roads, called the BAILIFF'S CROSS, from an old romance, which is generally credited. A bailiff who lived on this estate in 1284, and who was annoyed by the right exercised by a poor neighbour of drawing water from a well on his premises, laid a plot to get rid of him. He hid two silver cups in one of his own ricks, and then accused his neighbour of the theft, bribing witnesses to swear to the deed. The man was found guilty, and as sentence of death was being passed on him, the bailiff himself being one of the judges, one of his men, who had been told to remove a particular rick to the barn, rushed into court with the missing cups; whereupon, thrown off his guard, his master addressed him—"Thou fool! that was not the rick I told you to remove." Conscience-stricken he stopped, and sank into his seat; but he had revealed his crime, and the jurats at once acquitted the man, and after a short trial condemned the bailiff to the same ignominious fate he had so cruelly and basely plotted for his neighbour. On his way to execution, he stopped at these cross roads to receive the sacrament, from which circumstance the name *Le Croix au Bailif*, or *Bailiff's Cross*, is derived.

ST. ANDREW'S CHURCH (1224) will be admired for its picturesqueness, and will call to mind some favourite village church in old England. This church is Gothic, with buttresses, and a castellated tower and spire. Situated so near the town, many visitors walk out to the services.

GENERAL HUYSHE'S GARDENS. We have not attempted any description, or dwelt on any of the private estates, many of which are delightfully situated, but General Huyshe's gardens must form an exception, for he, with the greatest kindness, throws them open almost unreservedly during six days of the week. In fact, he seems

to enjoy the pleasure which visitors obtain from inspecting his grounds. Visitors, in large or small parties, are freely admitted without any cards; at times several vehicles may be seen drawn up outside the house, and during the day hundreds are shown over the grounds. The gardener, a very intelligent man, is in attendance, and he quite enters into his master's spirit. The beauty of the beds in the grounds; the delicious little arbour where water from a fountain plays over the rarest of ferns; the conservatories filled with the choicest plants, make the visit one of the most enjoyable and memorable sights of the island. To those who understand anything of horticulture, the visit will be unusually interesting, as the gardener will gladly supply information about the objects of his care, some of which are far removed from common cultivation. If the visit be made in summer, when the grapes are ripe, the houses will have this additional attraction.

As this is our last excursion, it will be necessary to notice all that remains worthy of a visit, and therefore our course cannot be a very direct one. We next turn to CÂTEL CHURCH, or the CHURCH OF ST. MARY OF THE CASTLE (1203). Standing on an eminence almost in the middle of the island, it is a prominent object from many points, and it affords a commanding view of sea and land. The church consists of nave, chancel, S. aisle, and N. transept, with square tower and octagonal spire. It has only just been restored, and whilst the parishioners will rejoice in this, the chief interest to strangers arises from the story of its origin. Tradition says that "long before the Conquest, on the site of the present church, stood the castle of one of the sea kings, named 'Le Grand Jeffroi,' or 'Le Grand Sarazin,' whither he invited the pirates from the southern parts of France, and bands of the northern freebooters, who aided him in piracy and pillage. A strong body of these marauders is said to have invaded this island in 1061, committing ravages upon the defenceless inhabitants, when Duke William of Normandy, receiving information of the attack, despatched troops under the command of Sampson d'Anville, who, landing at the harbour of St. Sampson, was joined by the monks and other inhabitants, who had sought refuge in the Castle of the Vale and other places of retreat, defeated the invaders with much slaughter,

killing or putting to flight Le Grand Sarazin, and leveling his stronghold with the ground. Duke William is reported to have made large grants of land to d'Anville in reward of his valour. The present Fief d'Anville still attests this act of generosity; it is situate in the parish of St. Sampson, and is the noblest tenure in the island. In commemoration of this conquest, the present church, built on the spot, was dedicated to 'Our Lady of the deliverance of the Castle.'"

In the churchyard is a tomb to the memory of ten poor sailors, who, in 1849, were wrecked off the Hommet Rocks in Vazon Bay. Cattle fairs are held at Câtél, when good specimens of island animals are on sale. About a quarter of a mile from the hamlet is

WOODLANDS, the seat of Frederick Carey, Esq., who kindly allows visitors to enter and inspect his collection of pictures, which is the finest in the island. The grounds are well worth a visit, both for their beauty and for the view obtained from the end, where, by opening a door, Vazon Bay, King's Mills, and the country adjacent lie before one. The grounds are full of luxuriant shrubs and trees, the *Magnolia grandiflora* being found here in great size and perfection. Half a mile further on is

ST. GEORGE, another prettily-situated house, with delightful grounds, which are open to the visits of strangers. Here is an ivied well, surmounted with a cross, called

THE HOLY WELL OF ST. GEORGE, to which tradition ascribed the power "of showing anxious maidens the features of their future husbands. The maiden was then, it is said, entitled to claim the aid of the Church, if the youth proved unwilling."

To the right of St. George is HAYE DU Puits, an old manor house, recently restored; it has some very fine trees in its grounds.

ST. MATTHEW'S CHURCH, Cobo (1855), is a pretty edifice of red granite, in the Norman style; it is one of the best specimens of church architecture in the island. And when we reflect that it was erected by the liberality of the Carey family, whose family estate is SAUMAREZ, on the right, mainly for the use of a humble and scattered population, many of whom are engaged in fishing, our pleasure is increased. It contains a chancel and vestry, nave and porch, with stained-glass windows in the former. The sittings are all free. The church is a dis-

trict one for the C  tel parish. There is a parsonage house, an infant-school, and another for boys and girls near. The little churchyard strikes one as indeed "a quiet resting-place"; and it may be observed here that funerals in the island, of even the poor people, are very largely attended. To meet or overtake such a funeral procession, and to note the number of persons of both sexes in mourning, one cannot but be surprised at the respectability of their attire.

COCO BAY has no striking rock scenery, but it has fine sands, and offers good bathing-places for those who are fond of the water. Along the shores, when the tide is out, there are many pools, which are complete aquaria, so stocked are they with alg  , anemones, corallines, crustacea, and fishes. The excursion cars usually make Cobo a stopping-place when they run to this side of the island, because there is a small but convenient inn, where refreshments may be had. At the back of the inn a road leads up to a watch-tower, from which an extensive view of the interior of the island may be obtained. On the northern extremity of the bay is GRANDE ROCQUE, a picturesque headland, where we may rest and enjoy the cool breezes, or where we may search the rock-pools, in which are all kinds of natural history specimens. Samphire gatherers here find their labours rewarded. The return journey may either be past *Saumarez* on the right or *Haye du Puits* on the left, thence into the *Rohais* road. This is the nearest route, but if you are not on foot, a detour may be taken to the N., and this will complete the circuit of the island. The route may be either to *Vale Church*, or, more direct, to the *Braye* road, which leads to *St. Sampson's*, and thence home.

We have thus briefly indicated the chief points of interest, and shown how they may be visited in four excursions. But it will be apparent to anyone who has accompanied us, that many of the places, but slightly touched on in these pages, are worthy of extended visits and of leisurely exploration. On the other hand, there are some who may not have arranged to devote even four days to the island. To such we may say, that if there be no antiquarian taste, the second excursion may be omitted, and as much of it as possible be included in the drive home just described. Those who can only spare two days for Guernsey must extend the third excursion

so as to take in the coast line visited in the fourth. But on no account must the first excursion be omitted. It must not be supposed that in these remarks we are advocating a curtailment of the visitor's time; on the contrary, we would urge all who are able to devote at least a week for even a rapid survey; but we know the tendencies of the age and the exigencies of our highly-wrought, and often overwrought, life, and we are anxious that those who can or will spend but a day or two should be helped in the best utilization of their time.

SARK.

Le Creux—The Coupée—The Pot—Le Tas—Port Gorey—D'Ixcart Bay—Creux Terrible—Pointe Terrible—Pointe du Château—Grève de la Ville—Eperqueries—Bec du Nez—Boutiques—Les Autelets—Port du Moulin—Moie de Mouton—Tintageux—Gouliot Caves—Ile des Marchands—Havre Gosselin—Port-és-Sées—Coupée Sands—The Seigneurie—Hotels.

In point of size, Sark is the third of the Channel Islands; in point of rock scenery, it is undoubtedly the first.

It is about $3\frac{1}{2}$ m. in length by about $1\frac{1}{2}$ m. in breadth. It lies about 7m. eastward of Guernsey, 14m. N.W. from Jersey, 18m. S.W. from Alderney, and about 24m. from the French coast. Its area is nearly 1280 acres, and its population in 1871 was 553.

Although within the jurisdiction of Guernsey, Sark possesses a manorial court of its own, which takes cognizance of petty disputes and offences. The lord of the manor, or seigneur, has pretty much authority, though he delegates some of it to a seneschal or judge, a prévôt or sheriff, and a greffier or registrar.

Like many a larger island, Sark has an eventful history. The earliest event recorded is the foundation of a monastery by St. Maglorius, about the year 565, which seems to have lasted till 1349, when the monks left. In the reign of King John it was seized by a noted pirate, Eustache le Moine; and after the monks left, it seems to have become the resort of robbers of all kinds. During the war between Edward VI. and Henry II. of France, it was seized by the French, but some time afterwards they were driven out, as has been before described (p. 7); it remained uninhabited until 1563, when it was granted by Queen Elizabeth to Helier de Carteret, Seigneur of St. Owen, in Jersey, who took possession, and began to cultivate it. It was afterwards sold to the Le Pelley family, from whom it was purchased by Mr. Collings; the present seigneur is the Rev. W. T. Collings.

The manor consists of forty farms, which do not average

more than fifteen acres each ; the farmers eke out their living by fishing, and the sea is almost as productive to them as the land. There is an abundant supply of rock fish, which is salted for winter supply, besides fish caught for immediate use and for the Guernsey market. The land yields wheat, barley, oats, beans, parsnips, potatoes ; formerly the yield of corn was enough for two years' consumption. The orchards furnish a good supply of fruit. The poultry is excellent, and the island mutton, if small, is very palatable.

Whilst the island contains every provision for creature comfort, more important considerations are not forgotten. There is a church, plain in its structure, which has only recently been enlarged. There is a day-school, and also a Sunday-school, both of which are well attended. There is a Wesleyan chapel for those who prefer the service of that body. Another appendage to civilized life demands notice—the gaol, but it seldom has any inmates. Indeed, it would be difficult to find anywhere in the British dominions so small a percentage of crime in the community. Until recently there was no public-house in the island ; and now that the demands of tourists have to be met, it is to be hoped that the simplicity of the inhabitants will not suffer at the hands of those who would consider themselves so much more civilized and enlightened.

In the summer time there are frequent opportunities of visiting Sark. Sailing boats may be hired from Guernsey for a very reasonable sum, though it is always desirable to go in charge of a boatman. Steamers ply two or three times a week ; on some days leaving at 9.30, and returning about 6 (fares, 2s.) ; and on others in the afternoon, returning at the same hour. We strongly advise those who have never visited Sark to go as early as possible, for, however long the day, they will fail to see anything like all the beauties of the island. More than even in the sister isles do the beauties of Sark require investigating by descending to the caves and rocks, and, as some of these can only be approached at certain periods of the tides, visitors have often to be satisfied with the testimony of others. Still a visit, however transient, will well repay the tourist, and, we should say, if he has only two or three days to devote to Guernsey, he should, at all events, reserve one for this unique island.

On leaving St. Peter Port, we pass the *Ferrière* rocks, and on the left the isles of *Jethou* and *Herm*; and, after about an hour's steam, we approach the island, which rears its lofty cliffs in anything but an inviting manner. In vain one looks for an inlet, nothing but precipitous and jagged rocks at first meet one's gaze. At length on the N.E. coast the steamer finds a little harbour, *Le Creux*, protected by a small breakwater. The steamer is not able to get close inshore, so that passengers are at the mercy of the boatmen, who are accustomed to charge half a franc per head for landing.

N.B.—It is desirable to have the identical coin about one, as change is proverbially scarce, and the Sarkois boatmen are not too simple to prefer a shilling to a franc.

There is another landing-place at the *Havre Gosselin*, on the other side of the island, chiefly used by fishermen; but the ascent is somewhat troublesome; the heights have to be ascended by the assistance of ropes, and by steps cut in the cliff.

If ladies be among the party, it may be desirable to engage a vehicle; and if so, this should be done immediately on landing, as the supply is very limited, and on the arrival of a steamer full of excursionists the demand is often great. We have secured a small pony cart with the owner as guide for 11s. for the day; but if no vehicle be engaged, it would be well for those who want to see all they can, and have only come for the day, to get some one as guide. The language is a *patois*, but one can make himself understood in French.

If the approach to the island was by a narrow landing, the way inland is no less restricted. It is through a tunnel cut in the solid rock by one of the De Carteret family; the ascent is by a steep road for about $\frac{1}{2}$ m., until *Cook's Royal Hotel* is reached. This affords an indication that the primitive character of the island has undergone some change, and, indeed, it has become not only a place of occasional resort, but also of residence, for during the season in many houses apartments are let. Even Guernsey people sometimes lodge here for a change of air, as the climate is more bracing than in the sister isle.

The first place usually visited is the *Couppée*, or natural bridge, which connects Great and Little Sark. It is about 450 feet long; the roadway varies from five to eight feet. Indeed, so narrow is it at one part that many visitors

are glad to hurry past, and are unable to realize the grandeur of the scene; whereas, if railings were placed on each side, a feeling of security would be engendered. The height from high-water mark is 384 feet. On one side the cliff is almost perpendicular, and on the other is too precipitous to descend. Formerly the pass was more dangerous, for at its narrowest part it was not more than from two to four feet wide; but in 1811 a part of the ridge fell away, and a path was cut through the rock.

There is a story told of an inhabitant who was wont to indulge freely with his friends in Little Sark, and having to cross the Coupée, he would test his steadiness by walking on an old cannon that lay by the road-side. If he managed this easily he crossed the Coupée, if not, he lay down and slept off his drunkenness.

Little Sark has rather a waste, wild look, but the road to the extreme S.W. point should be traversed. One would not expect to see any indications of mining enterprise in this wild, solitary place, yet such there are, though, alas! it was never very successful.

In 1834 a gentleman, when shooting rabbits, sent a man over the cliff to bring up one that was shot. Besides the animal he brought up several metallic stones, which led to the discovery of veins of silver and lead. Soon afterwards, all the requisite machinery for mining was brought to the island, with engineers and miners. Shafts were sunk to the depth of 300 feet, and for a time there was a yield of both silver and lead, but not in sufficient quantities to pay expenses, or to justify the erection of costlier and more appropriate machinery, and the whole enterprise was abandoned. Some of the miners' cottages and the shaft, now enclosed, remain to tell the story.

Here, too, is the funnel-shaped cavern called the Pot, which is approached by a winding road on the side of the cliff. Half-way down is a stone seat, which affords a resting-place.

Looking S., the small island, LE TAS, is seen close at hand, near which are some grand rocks and a cave. To the right is PORT GOREY, which was used during the working of the mine. A little pier was erected for the unshipping of machinery and stores, and for the shipping of the metal.

The extreme end of the island is now reached: turning

round on the right, a fine view is obtained of *D'Ixcart Bay* and the headlands of *Pointe du Château* and *Pointe Terrible*. The *Pot* should be visited when the tide is going out, in order to view the rocks and bays.

Again crossing the *Coupée*, we proceed to make a tour of Great Sark from E. to W.

D'IXCART BAY is a good specimen of the bays round the coast: wanting the quiet beauty and verdure of the Guernsey bays, their chief characteristics are wildness and grandeur. The rocks are bold and abrupt, often vertical, which the force of the tides and waves have carved into all sorts of weird and gaunt forms. Here they have pierced tunnels, leaving only natural bridges: there they have detached huge masses of irregular rock from the mainland, and everywhere may be found traces of animal life more profuse and varied than may be met with elsewhere on so limited a coast line.

Taking a narrow lane on the right the valley of D'Ixcart is reached, which terminates at a steep cliff overlooking the bay. A narrow pathway leads to the bay, where there is a beach of fine sand, and where a bathe may be indulged in. A natural arch is here seen. Near D'Ixcart is the CREUX TERRIBLE, one of the chief lions of Sark. It is a cavern or crater, situated on the edge of the cliffs, with precipitous sides to a depth of about 200 feet. At high water the sea rushes in with terrible force through two entrances; and when the wind is high the noise and grandeur are beyond description, as the waves hiss and roar and leap up in this terrible cauldron. It is well to descend to the beach and examine the openings of the cavern, which may be done at low tide. To look up the crater with its vertical walls, to see vegetation overhanging at the top and the blue sky above, and to know that in a few hours the angry waves will rise up within some 30 feet in all their seething and foaming majesty, is to feed the imagination with a scene as grand as it is unique. To most people the name aptly describes the place, but it is a corruption of the French word *Derrière*, meaning a mass of fallen rock.

Beyond are *Pointe Terrible* and *Pointe du Château*, a bold promontory jutting out into the sea. Here the downs are extensive, and may be used as an agreeable promenade; but if time be limited this spot need not be visited. Beyond this point is *Creux* harbour, where we landed.

At GRÈVE DE LA VILLE, still farther N., the sea has separated a detached rock into several pillars: and at EPERQUERIES is a landing-place, which might be greatly improved. The extreme northerly part is BEC DU NEZ. On the W. shore the first caves are the BOUTIQUES, which are not so easily visited as some are, and to which indeed ladies had better not try to descend. The way down the side of the cliff is steep and precipitous, and after some distance there is an ascent to the right, which leads to the opening of the cave. At the bottom, the sea breaks in with solemn roar, but the height of the cavern is small compared with the *Creux*. But to visit the caves to the best advantage we should go at low water, accompanied by guides provided with a ladder and ropes, so that rocks may be scaled, to avoid wading through shallow fords. The principal cave—the one which we have looked down upon from above—is about 50 feet high, but to be seen to advantage torches or faggots of furze should be burned, when the gloomy recesses are illumined, showing the stalactites and ferns which hang thereon.

The next rocks to be reached are LES AUTELETS (the altars), as though they were the remains of some gigantic masonry. They are two rocks standing out from the shore, one being a huge heap resting on a narrow base, the other a pyramidal mass terminating in a cone. All round them are huge blocks that have become separated from them, as these have from the land, by the action of the waves, and between these blocks are pools filled with many species of mollusca and crustacea. At low water you may walk round to

PORT DU MOULIN, but it is safer and more usual to approach it from the road. The direct route lies past the *Seigneurie* gates, taking the first turn to the left up a flowery and narrow lane. The transition from the quiet verdure and seclusion of this hemmed-in lane to the bold and open sea view, and the grand and picturesque rock scenery, is one of the most striking scenes in the island. A slight ascent to a green ridge, terminating in the cliff, will lead one to a view of unrivalled beauty, of which Guernsey and the smaller islands form a part. Retracing our steps, we take a path that leads to the beach. Jutting far out into the sea, and separated by a precipice from the mainland, is

MOIE DE MOUTON, whose natural arch is a striking

feature even on this coast, so rich in rock scenery. There is a small cave which cannot be explored on foot. On the top of the rock is a patch of greensward, on which a few sheep were sometimes seen grazing, and from which it was impossible for them to wander, as there is the precipice on one side and the sea on the other. They were brought here in a boat and landed, when they climbed the cliff to the top. When it was necessary to kill one, the fattest was marked out, and then shot with a rifle ball, the carcass either rolling down the cliff or into the sea. At least this is a story told by the fishermen. Beyond the *Port du Moulin* is the *L'INTAGEUX*, a noble mass of detached rock.

Further S. are the *GOULIOT CAVES*, on the whole perhaps the most remarkable in Sark. The rocky promontory is honeycombed with caverns, the largest of which is very remarkable. "The caves consist of two vaulted chambers into which a number of fissures open. One of these is said to have a most singular conformation, resembling the human ear and possessing a trumpet-like form. The operation of the waters against the rocky walls of these caverns is very conspicuous. The walls are in places covered with deep-red sea anemones, corallines, madrepores, and sponges."*

Separated about 80 yards from the mainland by the *Gouliot Strait* is the *ILE DES MARCHANDS*, or *BRÉCHOU*, its former name having been given to it from the merchant vessels that were supposed to have been wrecked upon it; at all events there are some well-authenticated disasters recorded in connection with this dangerous part of the coast. There are two or three caves in *Bréchou* worth noticing; one is called the *Pirates' Cave*, from its having been used as a place of concealment or shelter by these robbers. The isle is about a mile and a half in circumference and belongs to the *Seigneurie*, former owners of which have cultivated some portion of it, or used it as a rabbit warren.

Close to the *Gouliot Caves* is the *HAVRE GOSSELIN*, previously referred to as a landing-place when vessels were unable to make *Creux*. Here, too, are caverns of considerable size. Farther S. is the little harbour of *PORT-ÉS-SÈES*, from which some of the loftiest precipices in the

* 'Rambles among the Channel Islands.'

islands rise. At the top there are beautiful downs, which lead into the main road. Beyond the harbour are the COUPÉE SANDS, and then follows the coast of Little Sark, with which we have already become familiar from *Port Gorey*. We have thus made a complete circuit of the island, noticing all the chief features of beauty and interest.

There yet remains the SEIGNEURIE, which not only deserves a visit, but the kindness of its owner claims recognition for permitting visits to be freely made by all. From the road, the entrance is through an arched gateway and an avenue of trees, but the grounds may be entered from the *Port du Moulin*. The house is in the Tudor style, erected in the year 1730, by the first seigneur Le Pelley, on the site of the old monastery. The present owner has greatly improved the grounds, which are now very tastefully laid out. One of the ancient ponds of the monastery has been preserved, and is now stocked with fish. The bowling-green commands a peep of Guernsey, and at the end is a miniature battery mounted with small cannons, on one of which is the inscription, *Don de la Royne Elizabeth au Seigneur de Sercq*, A.D. 1573. Near the house is an ancient-looking building, with mullioned windows and Gothic door, which is fitted as a museum, and contains many objects of interest connected with the island. Flowers are found in rich profusion, as well as fruits; camelias bloom freely out of doors.

HOTELS.—The principal hotel is the D'IXCART, close to bay of the same name. Its situation is very beautiful, and its arrangements are good. VAUDIN'S Bel Air Hotel is also pleasantly situated. Lodgings may be had at several of the houses.

We have traversed the island, having mainly in view the wants of those who can spend but a short time on it; but to explore Sark at all adequately it is quite necessary to reside there for some days. The artist, the geologist, and the naturalist, will find ample scope for the pursuit of their favourite studies, whilst for those who have not these special proclivities, but who can enjoy grand and varied scenery, Sark must have peculiar charms.

ALDERNEY.

Orlac — Burhou Shoal — Pass-au-Singe — Harbour Works — Fortifications — Government House — Monaux House — Court House — Old Parish Church — New Parish Church — Places of Worship — The Clanque — Platt Saline — Crabby — Harbour at Braye — The Blaye — Sister Rocks — Lovers' Chair — Monk's Chair — Les Rochers — Longy Common — Essex Castle — La Roche Pendante — Scott's Hotel.

ALDERNEY in point of size is the fourth of the Channel Islands; and certainly, as regards scenery, it is far behind the other three. Nevertheless, it has some objects of interest; and if it be visited before Sark, it may be considered to be worth inspection.

Alderney is about 20m. from Guernsey, and 10m. from Cape La Hogue, in Normandy, from which it is separated by the strait or "Race" of Alderney, and about 60m. from Portland Bill, the nearest point of England. It is 4m. long, and 1½m. broad; its circumference is about 10m., and its area 4 square miles. The population in 1871 was about 2400, but the number on the island at any one time largely depends on how many are employed on the Government works or are stationed there as troops. The island is of very ancient note, some identifying it as the "*Arica*" or "*Aurica*" of Antoninus; others state that it was called *Riduna* by the Romans, but there is little doubt that these people had a settlement here. Many Roman coins and other relics have been dug up from time to time.

At one time there were many Celtic remains, but native vandalism has left only one cromlech to tell its tale, and that is greatly dilapidated.

Coming to more modern times, the chief point of historical interest centres round the Earl of Essex, who had a castle here, in which it was stated that he intended to confine Elizabeth in order to compel her to settle the crown upon him.

Essex Farm marks the site where the castle is reported to have stood.

It is, however, well authenticated that the earl purchased the island in 1590 for 1000*l.*, and when he was beheaded the property was confiscated and passed to the crown. It was afterwards granted in fee-farm to several tenants, until 1713, when it came to the Le Messurier family, with whom it remained until 1825, since when it has been merged in the government of Guernsey.

The court is composed somewhat after the manner of that of Guernsey, to which it is quite subordinate.

The climate is more bracing than that of Guernsey, the air being very pure, but too strong for consumptive patients; the inhabitants are noted for their longevity.

The island is well supplied with water, both springs and wells being abundant.

The soil is very fertile, and yields potatoes superior even to those of the sister isles; meadows and grass lands occupy one-third of the area of the island; rye grass, clover, and lucerne are cultivated, and barley and wheat are raised, but not in sufficient quantities for consumption. Alderney is best known for its breed of cows, which yield a plentiful and rich supply of milk.

The chief importance of Alderney is its position as a key to the English Channel. It is spoken of as its Ehrenbreitstein, but it is only in very recent days that its value has been discovered. Lieut.-General Sir W. Napier stated that it was at the suggestion of the Duke of Wellington that it was determined to fortify it. Of the extent of the Government works we shall see further on.

There is steam communication between Guernsey and Alderney twice every week, at all events from April to October, on Tuesdays and Saturdays, after the arrival of the English mails: the passage occupies about three hours. Tourists should make inquiry as to the return before they embark, as it sometimes happens that the steamer does not return when expected, but that it meets the convenience of those engaged on the works at Alderney.

Leaving Guernsey, *Herm* and *Jethou* are passed, and in due course the *Caskets* are neared. Eastward of these rocks is the rock called *ORTAC*, 100 feet high, completely isolated, yet united, perhaps, a great

distance below water, to the Caskets. To the west of Alderney is the BURHOU SHOAL, and the passage between these and the island is called the PASS-AU-SINGE (pronounced Swinge) which is always dangerous. Long ere this, however, the visitor will have noticed the tall vertical cliffs of Alderney, which at the S. descend quite abruptly to the sea. These cliffs are masked by a number of rocks, which, on approach, prove to be quite detached. The cliffs on the S. and S.W. coast are richly covered with gorse, lichens, and ferns, and are intersected with deep ravines. The coast cannot be described as otherwise than grand, and, as we have said, the island is worth a visit for its own sake.

Alderney for the most part is a flat tableland, rising from the N. to the S. to a plateau about 250 feet above the sea.

Unless it be visited for other reasons than pleasure, the tourist will not usually care to spend much time on the island, for undoubtedly there are fewer points of interest than Sark affords. The most important objects are those connected with the Government works, the erection of which adds largely to the prosperity of the place.

The HARBOUR works are of large extent. They have been in hand for many years, and have already cost considerably more than a million sterling. It was originally intended to construct two small breakwaters, one E. from *Cape Grosnez* and the other N.W. from *Roselle Point*. Then it was determined to alter the direction of this latter, so that hitherto all that has been accomplished is the erection of the W. breakwater to the extent of some 1200 yards. The E. arm has not yet been commenced; and if Alderney is to be of any use as commanding the Channel, and as affording a harbour of refuge in time of war, and where ships might refit, we suppose a still further heavy expense must be incurred.

But harbours must be protected, and for this purpose a series of defences, which extend over nearly five miles of coast, has been constructed from the *Clanque* to *Fort Essex*; these fortifications are *Tourgis*, *Grosnez*, *Touvaille*, *Château à l'Étoc*, *Longy*, and ten smaller works, constructed at a cost of about a quarter of a million, mounting 250 guns, and affording barrack accommodation for 2000 men. Fort Touvaille includes the arsenal.

Near this fort is the first of a series of quarries of grit-stone, which are worked for the purposes of the harbour.

There are not many public buildings worthy of notice.

GOVERNMENT HOUSE is an old building, enlarged by John Le Messurier, Esq., in 1763. It is the residence of the officer in command of the forces stationed on the island.

MORIAUX HOUSE is also an old building, representing an old manor house. It is the residence of Thomas Clucas, Esq., the judge.

COURT HOUSE, in New Street, was erected by the late John Le Messurier, Esq., and is the most commodious and well-arranged building of the kind in the Channel Islands : it has replaced one in every way inconvenient. There is a good portrait of Lieutenant-General Le Messurier, by Opie, and one of the late Judge Gaudion.

THE OLD PARISH CHURCH, situated in High Street, was erected on the site of a chapel dedicated to St. Orgnal, a monk who, in the sixth century, came to Alderney to evangelize it; at the time of the Reformation the name was changed to St. Anne.

THE NEW CHURCH is, perhaps, the finest building of the kind in the Channel Islands, but its position might have been greatly improved and made more commanding. It was erected in 1850 from designs by Gilbert Scott, and was presented to the island by Rev. John Le Messurier, only surviving son of Lieutenant-General Le Messurier, the last hereditary governor. It is in the transition style, from the Norman pointed to the Early English, and contains a nave, with aisles, transepts, central tower, chancel with apse, north and south chapels, and tower surmounted by a low spire; it has a peal of six bells. All the windows are of stained glass.

There are, besides, several other places of worship. THE WESLEYAN CHAPEL (Butes) is a comfortable building, neatly fitted, capable of accommodating 250 persons. It has a commodious Sunday-school room; and there is a residence for the minister. THE FRENCH WESLEYAN CHAPEL, in Church Street, is an older and larger building, though plainer. THE ENGLISH PRESBYTERIAN and the PRIMITIVE METHODIST CHAPEL are both in the High Street. THE ROMAN CATHOLIC CHAPEL is at Crabby, on the western side of the island. THE PUBLIC SCHOOLS are in the High Street, near the old church.

We must now indicate briefly the chief points that yet remain to be noticed. On the W. coast there are three bays: the CLANQUE, near the S.W. extremity; the PLATT SALINE, extending to FORT DOYLE, between which and Grosnez is a small bay called CRABBY. On the side of Platt Saline is an opening leading to a point called *The Three Valleys*. Beyond, is the old harbour of BRAYE, built in 1776, but so insecurely that it was of little service to shipping.

The most cultivated part of the island is the BLAYE, and here may be seen all the various crops that Alderney produces. Across the Blaye you reach the finest cliffs. Eastward are the SISTER ROCKS, two curious lichen-covered rocks, that have become detached from the main rock. A little further eastward, a short way down the cliff, overhanging these rocks, is a natural seat, called

The LOVERS' CHAIR, so called from the story that here, more than a century since, a daughter of the Le Messuriers used to clandestinely meet the man of her choice, whose humble origin prevented a more open courtship. On the north-western coast is another similar stone, called the *Monk's Chair*. About a mile eastward from the High Street we come to

LES ROCHERS, a mass of granite blocks lying in a confused heap, and representing what are said to be the remains of the ancient town of Longis. They certainly have no geological connection with the soil, but how they first became ruins is not known.

LONGY COMMON, above the heights of *Longy Bay*, is interesting as containing the site of ESSEX CASTLE, before referred to, though retaining little trace of its antiquity. It now forms part of Fort Essex, but a little tower is said to be a relic of the old castle. At Longy Common many Celtic and Roman remains have been discovered. From here an extensive view of the Race of Alderney and the opposite coast of France may be obtained. Connected by a causeway with the northern side of Longy Bay is the "*Isle du Ras*," the island of the Race.

Southward of Essex Castle is

LA ROCHE PENDANTE, or Hanging Rock, a name obtained from its inclination over the cliff.

The E. coast affords many views of grand rock scenery, and some of them, as seen from above, are well worth a visit; but in Alderney, more even than in Sark, it is

necessary, for complete inspection, to view them from the sea ; and unfortunately boats and boatmen are things with which the island is not too well supplied. Still, let not this deter the tourist from paying Alderney a visit. Its coast scenery is undoubtedly grand, and in some cases quite unique. The cliffs are in some places vertical, and when the edges are approached the views below are truly sublime.

SCOTT'S HOTEL offers good accommodation for the tourist, be his stay short or long.

HERM AND JETHOU.

These islands, which form such interesting objects in so many views from Guernsey, are separated by about 3m. from that island.

HERM is about $1\frac{1}{4}$ m. from N. to S., and above $\frac{1}{2}$ m. in breadth. The sea has made, and is continually making, ravages on the coast ; it has made a number of little caverns, and has detached many rocks, which assume a fantastic and pinnacled shape.

There are the remains of an old chapel, which Camden says was erected in the sixth century, and belonged to an order of Franciscan friars. In later times it was variously occupied by religious orders, and in the fifteenth century it was a parish and had its church.

The island derived its name from "The Hermit" who lived there, who, with his brethren, was said to have been present at the consecration of St. Sampson's, Guernsey.

At one time there were extensive granite works on the island, and blocks upwards of 100 tons in weight were exported, but the quarries are now unused. A lode of copper was found and worked some forty years ago, but now the only industry carried on is that by the occupier under the Crown, who farms the island. There are plenty of rabbits, which afford him sport. A few fishermen may be found as residents, who make some provision for the visitors in summer.

There is a small harbour on the western side, opposite Guernsey, where the landing is tolerable. Excursions by steamer are often made from Guernsey, and parties go over by boat. The currents are so strong that it is always desirable to have a boatman. The chief

attraction is the SHELL BEACH, which extends $\frac{1}{2}$ m. along the shore, and on which may be found many varieties of shells; diligent search often results in some rare discoveries. It is a favourite occupation to take over a hamper and bring back a quantity of these shells. Naturalists may find many varieties of sponges, corals, corallines, and many specimens of shell fish.

At the back of the island the rock scenery is very wild. There is a *Creux*, in the Sark sense of the term, as indicating a shaft communicating with the sea at the bottom, rather than in the Guernsey sense, which relates to a cavern.

If there be time, a very pleasant day may be spent at Herm; we should advise that provisions be brought, rather than any reliance be placed on native supplies.

JETHOU is about $\frac{1}{2}$ m. to the S.W. of Herm, and about $\frac{3}{4}$ m. nearer to Guernsey than Herm. It is only about $1\frac{1}{2}$ m. in circumference. It has no harbour, and, except on one side, there is no landing, and even here it is often dangerous. The island is occupied by a gentleman who resides here at times for his health. He has the advantage of a very excellent house, which was built by a former wealthy proprietor, together with garden and orchard. Various kinds of crops are cultivated, and there is far more vegetation here than on the sister isle. Rabbits are plentiful here, too, and afford some sport in this solitary place.

In former times, when these islands belonged to Normandy, Jethou was used as a signal-station and watch-tower to guard Guernsey, and fires were lit which could be seen in France, whence assistance could be obtained in resisting the attacks of pirates. To this circumstance it is indebted for its name *Grande Houque*, of which its modern name of Jethou is a corruption.

INDEX.

ALBERT STATUE, THE, 65
 Alderney, 2, 110
 — Harbour, 112
 — Forts, 112
 Amusements, Jersey, 33
 — Guernsey, 78
 Anne Port, 47
 Archirondel Tower, 50
 BAILIFF'S CROSS, THE, 97
 Bathing, Guernsey, 66
 — Jersey, 34
 Beaumont Hill, 43
 Bec du Nez, 82, 107
 Bel Royal, 40
 Bon Repos, 2
 Bonne Nuit Bay, 52
 Bordeaux Harbour, 88
 Bouley Bay, 8, 52
 Boutiques, 107
 Burhou Shoal, 112
 CARRIAGES, 35
 Cars, Jersey, 36
 — Guernsey, 79
 Caskets, The, 1, 18
 Castle Carey, 68
 — Cornet, 6, 7, 9, 71
 Catél Church, 98
 Climate, 12
 Cobo Bay, 100
 Corbière Rocks, 19
 Coupée, The, 104

Coupée Sands, 109
 Couperon, The, 51
 Creux de Vis, 61
 — Mahié, 92
 — des Fées, 94
 — Terrible, 106

D'IXCART BAY, 106
 Doyle Monument, 19, 82
 Drouilles, 50
 Druids' Temple, 90

ECREHOS, 50
 Elizabeth Castle, 8, 19, 30
 — College, 66
 Essex Farm, 111
 Excursions, Jersey,—
 Three Days' Tour, 36
 — — Guernsey, 80

FARES, Railway and Steamer, 17
 — Porters', 20, 64
 — Cab, 22
 — Boatmen's, 23
 Fermain Bay, 81
 Ferrière Rocks, 104
 First Tower, 40
 Fishermen's Chapel, 41
 Fort Regent, 29
 — George, 72
 — Grey, 93
 Foulén Cemetery, 68

GENERAL DESCRIPTION, Jersey,
24

— — — Guernsey, 65
 Geoffrey's Leap, 47
 Geology, 1
 Gorey, 44
 Gouliot Caves, 108
 Government House (J.), 50
 — — — Alderney, 113
 Grande Rocque, 3, 100
 Grange Club, The, 67
 Grève-au-Lançon, 54
 — — — de Lecq, 59
 — — — de la Ville, 107
 Grosnez, Cape, 19, 54
 — — — Castle, 54
 Grouville Church, 44
 Guernsey, 2

HARBOUR OF ST. PETER PORT,
62

Havre des Bas, 29
 — — — Gosselin, 104, 108
 Haye du Puits, 99
 Herm, 4, 115
 Hermitage, The, 31
 History, 4
 Hospital, Jersey, 29
 — — — Guernsey, 69
 Hotels, Guernsey, 65
 — — — Jersey, 22
 — — — Sark, 109
 Hugo, Victor, House of, 70
 Huyshe, General (Gardens), 97

ICAET POINT, 84

Ile des Marchands, or Bréchou,
108

Institutions, Jersey, 32

Ivy Castle, 86

JANVRIN'S TOWER, 42

Jerbourg, 83

— — — Rocks, 5

Jersey, 4

— — — Eastern Railway, 38

Jethou, 115

KING'S MILLS, 95

L'ANCRESSÉ COMMON, 89

L'Autel de Dehus, 88

La Corbière, 86

Ladies' College, The, 67

La Hougue Fouque, 96

La Moie House, 42

— — — Point, 85

La Moye Point, 19, 41

Language and Constitution, 11

La Petite Césarée, 5, 52

La Plaiderie, 86

La Rocco, 54

La Rocque Bay, 8

La Rocque qui Sonne, 89

La Salerie, 86

Le Braye du Valle, 91

Le Creux, 104

L'Étac, 54

Le Fort de César, 5

Le Gouffre, 85

Le Havre de Bon Repos, 86

Le Mont Saint, 96

Le Rée, 93

Le Tas, 105

Le Tombeau du Grand Sarazin, 88

Les Autelets, 107

Les Hanois, 93

Les Roches Douvres, 93

Lihou, 2, 93

Little Sark, 105

Lower Heads, 82

MARKETS, THE (J.), 27

— — — (G.), 75

Militia Arsenal, 67

Millbrook, 40

Moie de Mouton, 108

Mont Orgueil, 5, 7, 45

Moulin Houet, 83

— — — du Milieu, 96

— — — du Haut, 96

Mount Mado, 4, 52

Musical Guides, 37

NATURAL HISTORY, 14

New Cemetery, 68
Noirmont Point, 19

ORTAC, 111

PARADISE, 88
Parish Church, St. Helier, 28
Pass-au-Singe, 112
Paternosters, 50
Perelle Bay, 94
Petit Bôt Bay, 84
Pillar of Stone, 96
Places of Worship, Jersey, 32
—— — Guernsey, 72
—— — Alderney, 113
Pleinmont, 2, 93
Plemont Point, 54
Pointe Terrible, 106
—— du Château, 106
Pontac, 39, 44
Portelet Bay, 42
Postal Arrangements, 34
Pot, 105
Prince's Tower, or La Hogue
Bie, 48
Port Gorey, 105
—— du Moulin, 107
Port-ès-Sées, 109
Prison, The (Jersey), 29
—— Guernsey, 70
Products, 25
Public Library, 29

QUENNEVAIS, THE, 42

RICHMOND, 94
Rocbert, 44
Rocquaine Bay, 93
Routes, 17
Royal Court (J.), 28
—— — (G.), 68
—— Square, 28
Rozel, 51
—— Bay, 51

ST. ANDREW'S CHURCH, 97
St. Appoline, Chapel of, 96
St. Aubin, 40

St. Aubin's Bay, 19
St. Brelade, 41
—— Bay, 19
St. Catherine's Bay, 50
St. Clement's Church, 44
St. George, 99
—— Holy Well, 99
St. Helier, 27
—— and St. Aubin's Railway, 39
St. John's Church, 52
St. Julian's Avenue, 66
St. Lawrence, 61
—— Church, 61
—— Valley, 61
St. Martin's Church, 50
—— Point, 62, 83
—— Church (G.), 86
St. Mary's, 61
—— Church, 61
St. Matthew's Church, 40
—— — Cobo, 99
St. Owen's Bay, 9, 19, 53, 54
—— Pond, 54
—— Church, 55
—— Manor, 55
St. Peter Port, 2, 62
St. Peter's, 42
—— Barracks, 42
—— Church, 42
—— Valley, 53
St. Sampson, 3
—— Church, 87
—— Harbour, 87
St. Saviour's, 96
—— Church (G.), 96
—— — (J.), 50
Saint's Bay, 84
Sark, 8, 102
Saumarez, 43
—— Manor House, 82
Sea Bathing, Jersey, 32
—— — Guernsey, 66
Seigneurie, The, 109
States of Guernsey, 12
—— Jersey, 11

TINTAGEUX, 108

Torteval, 2
—— Church, 93
Trinity Church, 52
—— Manor, 53

VALE, THE, 6
—— Castle, 87

Vale Church, 91
Vazon Bay, 7, 94
Verclut, 50
Victoria College, 29
—— Tower, 67

WOODLANDS, 99

GUIDE BOOKS FOR ENGLISH TOURISTS,

PUBLISHED BY

EDWARD STANFORD, 55, Charing Cross, S.W.

Stanford's Two Shilling Series.

Fcap. 8vo, cloth, with Maps.

CHANNEL ISLANDS. By BENJAMIN CLARKE.

CORNWALL. By WALTER H. TREGELLAS, Chief Draughtsman, War Office.

DERBYSHIRE. By J. CHARLES COX, Author of 'Notes on the Churches of Derbyshire.'

DEVON, NORTH. By R. N. WORTH, F.G.S., &c., Author of 'History of Plymouth,' 'The Progress of Mining Skill in the West of England,' &c.

DEVON, SOUTH. By R. N. WORTH, F.G.S., &c. With Plan of Exeter Cathedral.

ENGLISH LAKE DISTRICT. By H. I. JENKINSON, F.R.G.S., Author of Practical Guides to 'North Wales,' 'The Isle of Man,' 'The Isle of Wight,' &c.

KENT. By G. PHILLIPS BEVAN, F.G.S. With Plans of Canterbury and Rochester Cathedrals.

NORFOLK. By WALTER RYE, With Plan of Norwich Cathedral.

ROUND ABOUT LONDON, within a circle of Twelve Miles, with specimens of Short Walking Excursions, and visits to Hatfield, Knole, St. Albans, and Windsor. By A FELLOW OF THE SOCIETY OF ANTIQUARIES.

SURREY. By G. PHILLIPS BEVAN, F.G.S.

SUSSEX. By G. F. CHAMBERS, Author of 'A Handbook for Eastbourne,' &c. With Plan of Chichester Cathedral.

YORKSHIRE, NORTH and EAST RIDINGS. By G. PHILLIPS BEVAN, F.G.S. With Plan of York Minster.

YORKSHIRE, WEST RIDING. By G. PHILLIPS BEVAN, F.G.S.

LONDON: EDWARD STANFORD, 55, CHARING CROSS, S.W.

Jenkinson's Practical Guides.

ENGLISH LAKES.—JENKINSON'S PRACTICAL GUIDE TO THE ENGLISH LAKE DISTRICTS. Sixth Edition, with Nine Maps and Three Panoramic Views, fcap. 8vo, cloth, 7s.

. The SECTIONS separately:—KESWICK—WINDERMERE and LANGDALE—CONISTON, BUTTERMERE and WASTWATER—GRASMERE and ULLEWATER. With Maps, 1s. 6d. each.

Also, A SMALLER PRACTICAL GUIDE to the English Lakes, by the same Author. With Maps, 1s. 6d.

NORTH WALES.—JENKINSON'S PRACTICAL GUIDE TO NORTH WALES. With Two Maps. Fcap. 8vo, cloth, 6s. 6d.

. The SECTIONS also separately: CHESTER—LLANDUDNO—BETTWYS Y COED and SNOWDON—DOLGELLEY and BALA—ABERYSTWYTH and LLANGOLLEN. With Map, price 1s. 6d. each.

Also, A SMALLER PRACTICAL GUIDE TO NORTH WALES, by the same Author. With Map, fcap. 8vo, paper, 2s. 6d.; cloth, 3s. 6d.

ISLE OF MAN.—JENKINSON'S PRACTICAL GUIDE TO THE ISLE OF MAN. Fcap. 8vo, with Map, cloth, 5s.

Also, A SMALLER PRACTICAL GUIDE to the Isle of Man, by the same Author. With Map, paper, 2s.; cloth, 2s. 6d.

CARLISLE, ROMAN WALL, &c.—JENKINSON'S PRACTICAL GUIDE TO CARLISLE, GILSLAND, the ROMAN WALL, and NEIGHBOURHOOD. Fcap. 8vo, cloth, with Map, 5s.

Also, A SMALLER PRACTICAL GUIDE to Carlisle, &c., by the same Author. With Map, paper, 2s.

ISLE OF WIGHT.—JENKINSON'S PRACTICAL GUIDE TO THE ISLE OF WIGHT. Fcap. 8vo, cloth, with Frontispiece and Six Maps, 5s.

Also, A SMALLER PRACTICAL GUIDE to the Isle of Wight, by the same Author. With Two Maps, paper, 2s.; cloth, 2s. 6d.

LONDON GUIDE.—What and How to See, with Times, Prices, Routes, Fares, &c., arranged alphabetically and in Tables for ready reference. Crown 8vo, with Map, 3s. 6d.

EASTBOURNE.—HANDBOOK FOR EASTBOURNE, SEAFORD, AND THE NEIGHBOURHOOD. By G. F. CHAMBERS, F.R.A.S., Barrister-at-Law. Eighth Edition, crown 8vo, 1s.; with Map, 1s. 4d.; in cloth, with Maps, 2s.

WEYMOUTH.—GUIDE TO THE GEOLOGY OF WEYMOUTH AND THE ISLAND OF PORTLAND. Geological Map and other Illustrations. By ROBERT DAMON. Fcap. 8vo, cloth, 5s.

CHANNEL ISLANDS.—GUIDE TO JERSEY AND GUERNSEY. By F. F. DALLY. Third Edition, with Maps, fcap. 8vo, cloth, 3s. 6d.

LONDON: EDWARD STANFORD, 55, CHARING CROSS, S.W.

MAPS OF THE BRITISH ISLES,

PUBLISHED BY

EDWARD STANFORD, 55, Charing Cross, S.W.

ENGLAND AND WALES.

ORDNANCE SURVEY of ENGLAND and WALES,

published by order of Her Majesty's Government, on the Scale of 1 inch to a mile. The whole Map of England and Wales is now completed, with the Hills engraved. Any sheet may be purchased separately; large sheets, 2s. 6d. each; small sheets, 1s. Size of each large sheet, 40 inches by 27. They are always kept mounted for the pocket. Size, when folded, about 6½ inches by 5. Full sheets, 4s. 6d.; or coloured, 6s. 6d.; cloth case, 6d. extra; sections composed of four small sheets, 6s.; or coloured, 8s.; cloth case, 6d. extra.

An Index Map defining the contents of each sheet, and distinguishing those divided into quarters, may be had gratis upon application; or by post for penny stamp.

ORDNANCE SURVEY of ENGLAND and WALES.

New General Map, on the Scale of 1 inch to a mile, with contoured elevations. In course of publication, in 1s. sheets. The following are ready, embracing portions of Middlesex, Kent, Surrey, Hampshire, and the Isle of Wight, Nos. 256, 270, 271, 272, 285, 286, 288, 299, 300, 315, 316, 330, 331, 344, 345. Size of each sheet, 21 inches by 16. Index Map, by post, 3d.

ORDNANCE SURVEY of ENGLAND in MINIA-

TURE (intended specially for Bicyclists). Being a *Facsimile* to the minutest detail of the Sheets of the New One-inch Scale Ordnance Survey Maps, reduced to quarter size (half-inch Scale). Sheets, Nos. 256, 270, 271, 272, 286, and 288 (embracing London and Country round) are ready. Price per sheet, unmounted, 6d.; price per sheet, mounted and folded, 1s. Price of the set of six mounted in separate sheets, and case to hold same, 6s. Size of sheet, mounted and folded, 7 in. by 2½ in.

LARGE SCALE RAILWAY MAP of ENGLAND

and WALES, in 24 sheets. Constructed on the basis of the Trigonometrical Survey, by A. ARROWSMITH. On this Map, containing upwards of 125,000 names of Cities, Towns, Villages, &c., will be found, laid down with great minuteness, the various Hills (the heights of which are given) with their ramifications, Rivers with their Adjuncts and Tributaries, Roads, Boundaries of Counties, Gentlemen's Seats, Woods, Covers, &c., as well as the Distance from London of all the great Towns. The Railways with their Names, and the Names and Positions of the Stations, are printed in red, thus making them very distinct. Scale, 3 miles to an inch; size, 114 inches by 128. The 24 sheets of the Map being sold separately (size of each sheet, 28 inches by 20) will be found extremely convenient and useful for Tourists. Each sheet, plain, 1s.; mounted in case, 2s. 6d.; coloured, 1s. 6d.; mounted in case, 3s.

LONDON: EDWARD STANFORD, 55, CHARING CROSS, S.W.

STANFORD'S PORTABLE MAP of ENGLAND

and WALES; with the Railways very clearly delineated; the Cities and Towns distinguished according to their Population, &c.; and the Mountains and Hills carefully reduced from the Ordnance Survey. Scale, 15 miles to an inch; size, 32 inches by 28. Coloured and mounted, in case, 5s. .

GEOLOGICAL SURVEY of ENGLAND and

WALES, published by Authority of Her Majesty's Government, under the superintendence of Andrew C. RAMSAY, LL.D., F.R.S., &c., Director-General of the Geological Survey of the United Kingdom. The Map is the 1-inch Ordnance Survey, specially adapted and coloured Geologically; arranged in 110 Divisions, of which about 77 are published, and others are in progress. Some of the Divisions are printed on a single sheet; size, 27 inches by 40. Others are printed on two or four smaller sheets. Large sheets, 8s. 6d., 5s., and 4s.; the smaller, 3s. and 1s. 6d. each.

GEOLOGICAL MAP of ENGLAND and WALES;

by ANDREW C. RAMSAY, LL.D., F.R.S., Director-General of the Geological Survey of the United Kingdom. This Map shows all the Railways, Roads, &c., and when mounted in case, folds into a convenient pocket size, making an excellent Travelling Map. Scale, 12 miles to an inch; size, 36 inches by 42. Fourth Edition, with corrections and additions. Mounted in case, 30s.

GEOLOGICAL MAP of ENGLAND and WALES;

by the late Sir RODERICK I. MURCHISON, Bart., K.C.B., F.R.S. Fifth Edition. Scale, 28 miles to an inch; size, 17 inches by 14. In case, 7s.

ENGLISH LAKES.—STANFORD'S NEW MAP of the

ENGLISH LAKE DISTRICT, on the scale of one inch to a mile; including Bassenthwaite Lake on the North, Newby Bridge on the South, and extending from Ravenglass on the West to Hawes Water on the East; showing the contours of equal altitude, and marking in feet the heights of all the principal hills and mountains, distinguishing the woods, &c., and with all the roads and paths. Size, 27 inches by 32. Price, folded in cover, plain, 2s. 6d.; coloured, 4s. 6d.; mounted in case, plain, 5s. 6d.; coloured, 7s. 6d.

ISLE of WIGHT.—STANFORD'S TOURIST'S MAP of

the **ISLE of WIGHT**. With the Roads, Railways, and their Stations, and the Landing Places for Boats. It also contains popular references to Fossiliferous Localities, Antiquities, &c. Scale, 1 inch to a mile; size, 21 inches by 27. Sheet, coloured, 2s. 6d.; plain, 1s. 6d.; full coloured and mounted on linen, in case, 4s. 6d.; or plain, 3s. 6d.

ISLE of WIGHT.—STANFORD'S POPULAR MAP of

the **ISLE of WIGHT**. Showing the Roads, Railways, &c., and distinguishing Remarkable Places. Scale, $\frac{1}{4}$ mile to 1 inch; size, 18 inches by 23. Folded in cover, 1s.; coloured and mounted on linen, in case, 2s.

ISLE of MAN.—STANFORD'S NEW MAP of the ISLE

of **MAN**; showing the Districts, Sheadings, Parishes, Towns, Villages, and Natural Features. Size, 14 inches by 16. Coloured, in cover, 1s.; or coloured and mounted on linen, 2s.

LONDON: EDWARD STANFORD, 55, CHANCERY CROSS, S.W.

SCOTLAND.

ORDNANCE SURVEY MAPS of SCOTLAND.—

The 1-inch General Survey is in course of publication. 1s. 9d. per Sheet. See Special Catalogue, price 7d. by post.

REDUCED ORDNANCE MAPS of SCOTLAND.—

By JOHN BARTHOLOMEW, F.R.G.S., on the scale of 2 miles to an inch. Size, 28 inches by 20. No. 1.—Environs of Edinburgh and Firth of Forth. No. 2.—Environs of Glasgow and Firth of Clyde. No. 3.—Trosachs, Callander, and Loch Lomond District. No. 4.—Perthshire, Central District, Killin, Crieff, and Loch Tay. No. 5.—Environs of Perth and Dundee, Firth of Tay. In cloth cases, 2s. 6d. each.

BLACK'S MAP of SCOTLAND, on the scale of 4 miles to an inch; showing the Railways, Roads, Paths, &c. In 12 sheets, size of each, 19 inches by 18, coloured, 18s.; or mounted on cloth to fold, each sheet separately, all in one case, 28s.; or in four divisions, in one case, 31s. 6d. Any sheet can be purchased separately, folded in case, for the pocket, 2s. 6d.

GEOLOGICAL MAP of SCOTLAND.—By ARCHIBALD

GEIKIE, LL.D., F.R.S., Director of the Geological Survey of Scotland. Scale, 10 miles to an inch; size, 24 inches by 36. Price, mounted to fold in case, 21s.

MAP of SCOTLAND, in COUNTIES, with the Railways,

Roads, Rivers, &c. By J. ARROWSMITH. Scale, 12 miles to an inch; size, 22 inches by 26. Mounted in case, 5s.

IRELAND.

ORDNANCE SURVEY of IRELAND.—The 1-inch

General Survey is published. Price, 1s. per sheet. See Stanford's Special Catalogue, sent by post for 7 penny stamps.

STANFORD'S NEW MAP of IRELAND, in Coun-

ties and Baronies, on the basis of the Ordnance Survey and the Census, and adapted to the various branches of Civil and Religious Administration, with the Towns distinguished according to their population, and the Railways, Stations, Roads, Canals, Parks, Antiquities, and other features of interest. Scale, 8 miles to an inch; size, 31 inches by 38. On two sheets. Price, coloured, 8s.; mounted on linen, in case, 10s. 6d.; or on roller, varnished, 15s.

GEOLOGICAL MAP of IRELAND.—By EDWARD

HULL, M.A., F.R.S., Director of H.M. Geological Survey of Ireland. This Map is constructed on the basis of the Ordnance Survey, and Coloured Geologically. It also shows the Railways, Stations, Roads, Canals, Antiquities, &c., and when mounted in case, forms a good and convenient Travelling Map. Scale, 8 miles to an inch; size, 31 inches by 38. On two sheets, 25s.; mounted on linen, in case, 30s.; or on roller, varnished, 32s.

STANFORD'S PORTABLE MAP of IRELAND,

Coloured in Counties, with Railways and Roads clearly indicated. Scale, 9 miles to an inch; size, 28 inches by 37. Coloured sheet, 5s.; mounted in case, 7s. 6d. A Smaller Map, coloured sheet, 2s. 6d.; mounted in case, 4s. 6d.

LONDON: EDWARD STANFORD, 55, CHARING CROSS, S.W.

Diagrams of Natural History.

These Diagrams, compiled by the eminent Scientific Men, whose names are appended, are drawn with the strictest regard to Nature, and engraved in the best style of art. The Series consists of Eleven Subjects, each arranged so that it may be mounted in one sheet, or be divided into four sections and folded in the form of a book, thus rendering them available either for Class Exercises or Individual Study.

Price of each, mounted on roller and varnished, 6s.; or folded in book form, 4s.

I. CHARACTERISTIC BRITISH FOSSILS. By J. W. LOWRY, F.R.G.S. Exhibits nearly 600 of the more prominent forms of Organic remains found in British Strata.

II. CHARACTERISTIC BRITISH TERTIARY FOSSILS. By J. W. LOWRY, F.R.G.S. This Diagram is similarly arranged to No. 1, and illustrates upwards of 800 specimens of the Tertiary Formation.

III. FOSSIL CRUSTACEA. By J. W. SALTER, A.L.S., F.G.S., and H. WOODWARD, F.G.S., F.Z.S. Consisting of about 500 Illustrations of the Orders and Sub-Orders, and showing their Range in Geological time.

IV. The VEGETABLE KINGDOM. By A. HENFREY. Arranged according to the Natural System, each Order being illustrated by numerous examples of representative species.

V. The ORDERS and FAMILIES of MOLLUSCA. By Dr. WOODWARD. Represented in six classes: Cephalopoda, illustrated by 20 examples; Gasteropoda, 4 Orders, illustrated by 180 examples; Pteropoda, illustrated by 18 examples; Conchifera, illustrated by 159 examples; Brachiopoda, illustrated by 11 examples; and Tunicata, illustrated by 20 examples.

VI. MYRIAPODA,—ARACHNIDA,—CRUSTACEA,—ANNELIDA,—and ENTOZOA., By ADAM WHITE and Dr. BAIRD. The numerous Tribes represented under these Orders are illustrated by upwards of 180 examples, including Centipedes, Spiders, Crabs, Sandhoppers, Seamice, Serpulas, Leeches, &c.

VII. INSECTS. By ADAM WHITE. Contains nearly 250 drawings of the different Orders: Coleoptera; Euplexoptera; Orthoptera; Thysanoptera—Thripidae, &c.; Neuroptera; Trichoptera; Hymenoptera; Strepsiptera—Hylechthrus rubis; Lepidoptera; Homoptera—Heteroptera; Diptera; and Aphaniptera.

VIII. FISHES. By P. H. GOSSE. Showing over 130 of the most conspicuous types, arranged in their Orders and Families.

IX. REPTILIA and AMPHIBIA. By Drs. BELL and BAIRD. Contains 105 figures of the principal typical forms.

X. BIRDS. By GEORGE GRAY. Contains drawings of 236 of the leading illustrative specimens.

XI. MAMMALIA. By Dr. BAIRD. Exhibits 145 of the chief illustrations selected from the several Orders.

LONDON: EDWARD STANFORD, 55, CHANCING CROSS, S.W.

Fifth Edition, greatly Enlarged.

The Physical Geology and Geography of Great Britain,

By ANDREW C. RAMSAY, LL.D., F.R.S.,

Director-General of the Geological Survey of the United Kingdom.

Post 8vo, with Geological Map printed in Colours, and numerous Additional Illustrations of Fossils, Sections, and Landscapes. Price 15s.

"It is not only a useful manual for the student, but a picturesque and interesting volume for that poor general reader who, as a rule, is apt to become weary of dry lists (however scientifically perfect) of fossils and of strata. The volume as it stands is certainly the best introduction to the geology of these islands that we possess."—*Graphic*.

"This valuable work in its new form is not only a concise manual for the student, but a work which may be pleasantly read by anyone who will bring a moderate intellectual effort to bear upon the subject."—*Academy*.

"No better introduction to the principles of geology could possibly be recommended to the English reader. It is a work of the highest value, and one worthy to take a foremost place among popular manuals of science."—*Nature*.

Post 8vo, cloth, with Maps and Illustrations, 7s.

The Physical Geology and Geography of Ireland,

By EDWARD HULL, M.A., F.R.S.,

Director of the Geological Survey of Ireland; Author of the 'Coal Fields of Great Britain.'

CONTENTS:—Part 1. Geological Formation of Ireland. Part 2. Physical Geography of Ireland. Part 3. The Glaciation of Ireland.

"Mr. Hull takes within the compass of a modest volume the widest view of his subject, carrying us back to the earliest epochs of geological time, and embracing the largest range of natural history. Not content with the designation of the 'land of giant stags and giant causeways,' whereby an eminent German naturalist graphically set forth the natural peculiarities for which Ireland is most widely known among foreign students of nature, he lays down at the outset a comprehensive sketch of the manifold problems here presented to the student, together with their bearing upon each other, and upon the natural features of Ireland at large."—*Saturday Review*.

"Like all contributions of the author, the work is carefully compiled, and is a singularly full, though much compressed, statement of facts, given in the simplest language."—*Geological Magazine*.

"We can heartily recommend this book as an excellent introduction to the practical study of the geological features of Ireland. It will take a rank equal to that of the best treatises which refer to England or Scotland, and its style is such, for elegance and plainness, as to recommend it to the younger disciples of the science."—*Spectator*.

LONDON: EDWARD STANFORD, 55, CHANCING CROSS, S.W.

STANFORD'S
FOREIGN OFFICE PASSPORT AGENCY,
55, CHARING CROSS, LONDON, S.W.

BRITISH SUBJECTS who are preparing to visit or travel on the Continent, may be saved much trouble and expense by obtaining **FOREIGN OFFICE PASSPORTS** through **EDWARD STANFORD'S** Agency, 55, Charing Cross, London; whose experience and long established arrangements enable him to ensure Passports in proper form and duly *visé*, without personal attendance. He mounts the Passport, which is good for Life, on Muslin or Silk, in Roan, Morocco, or Russia Case. Residents in the country can have Passports obtained, completed, and forwarded by post.

For further particulars, including the Forms of Application, Cost of Passport, Visas, &c., see **STANFORD'S PASSPORT CIRCULAR**, which will be forwarded by post for penny stamp.

Tourists' Writing Cases, Polyglot Washing Books, Luggage Labels, Foreign Writing Paper, Patent Inkstands, &c.

GUIDE BOOKS AND MAPS FOR TOURISTS.

An extended List and full particulars will be found in

STANFORD'S TOURIST CATALOGUE,

Which details all the best Maps and Books (irrespective of publisher) suitable for the British and Continental Traveller, and may be had gratis on application, or per post for penny stamp.

Any Book or Map in this Catalogue sent post free upon receipt of the published price.

LONDON: EDWARD STANFORD, 55, CHARING CROSS, S.W.

